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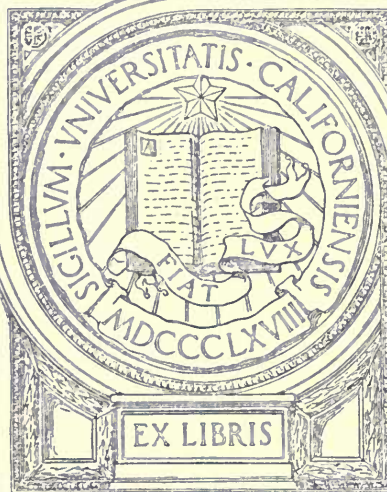
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MOORE-ROBINSON — RECORD OF TASMANIAN NOMENCLATURE



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A RECORD
OF
TASMANIAN
NOMENCLATURE
WITH
DATES AND ORIGINS

Price, 6d.

COMPILED BY
J. MOORE-ROBINSON.

Tasmania:
The Mercury Printing Office, Macquarie Street, Hobart.
1911.

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PREFACE

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This is an attempt on the part of the compiler to gather, for the first time, a record of the origins, meanings, and dates of the place names of Tasmania. Such a work has been done in some of the mainland States, but up to the present Tasmanians and their visitors have had to remain in ignorance of those things which form the subject matter of this work. The great bulk of it has already appeared in the columns of "The Mercury," and, eliciting widespread interest, caused much correspondence of great value. To those who have assisted in this way, as well as to those who, by interpreting communications written in foreign languages, or forwarding old records bearing on the subject helped the object in view, the compiler tenders his most hearty thanks.

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THE PUBLISHER

The great difficulties of making a complete compilation of this sort were not apparent until after the work was begun. Apart from tracing derivations along the lines indicated in the Historical Introduction which follows, there were, and still are, many doubts in regard to some of the best-known names. In some cases origins would appear to be absolutely clouded, while in others reasonable conclusions arrived at are open to the charge of being unsupported by direct evidence. For instance, "The Hobart Town General Directory," published in 1847 by one "J. Moore" (and kindly lent the compiler by Mr. A. Courtney Pratt) sets out that a "William McRobie, mill owner," lived at

that time in Macquarie-street. There would appear to be little doubt that McRobie's Gully derived its name from either this gentleman or a member of the family, but the compiler has been unable to obtain any direct proof to that effect. Similarly, Mr. J. S. Hampton was "Comptroller-General of Convicts" at that time. Was Hampden-road named after him? Many other instances could be cited to the same effect.

It is curious to note, too, the systems of nomenclature adopted by different persons. The early Governors largely adopted either personal names or place names familiar to them by early association—as Bothwell, Launceston, and Perth. Some explorers drew on classic lore for their purpose, and thus we have Mounts Olympus and Ida, and the River Styx. Others became reminiscent of Britain's wars, with the result that Tasmania has the Inkerman River, Mt. Wellington, and Alma Range. Some turned their thoughts into the paths of research, and bestowed the names of great scientists, as Hartz, Darwin, Huxley, and others. Thus, the source of Tasmanian names is as puzzling as it is diversified.

With all this in view, it is not surprising that absolute completeness has not been attained in this volume. It is, however, the intention of the compiler to continue towards that end, and he will be much obliged if anyone, observing errors or defects in these pages, or having knowledge of places not incorporated in them, will forward the information. Such matter may be addressed to the compiler, c/o "The Mercury" Office, Hobart, and will be used in later editions of this work.

HISTORICAL INTRODUCTION

(By Thomas Dunbabin, B.A. (Oxon.)

The nomenclature of Tasmania is of a somewhat confusing character. It is only to be expected that English place-names should, as is the case throughout Australia, predominate. Mixed with these, however, are a number of names borrowed, more or less correctly, from the language of the aborigines of Tasmania, that isolated and exceedingly primitive portion of the human race which appears to have occupied Tasmania undisturbed for a long period prior to the coming of the Europeans. There are two other elements which go to form part of the place-names of Tasmania, the French and the Dutch. The key to the seemingly somewhat haphazard distribution of these names lies, of course, largely in the history of Tasmania, though it would not always be safe to say, for instance, that a French name must necessarily have been given by a Frenchman or a Dutch name by a Dutchman. The names of Mounts Zeehan and Heemskirk, for example, were given, not by Tasman, but by Flinders, long afterwards, in memory of Tasman's vessels.

Subject to all due reservations and cautions we can trace the progress of the old navigators and of the exploration of Tasmania by the names along her coasts. First of all came the Dutch, who paid one brief visit, but left, as is only fair, seeing that they were the discoverers, their mark upon the map for ever. The whole island was long known by the name of the Governor who sent out Tasman from Batavia,

Anthony Van Diemen, and it lost this only to have it replaced by a name derived from that of Tasman, the discoverer. Some dozen well-known names along the coast from Maatsuyker to Schouten Island, both named after members of the Dutch Council of the Indies serve to remind us that Tasman came, not from Holland but from the Dutch colonies in the Malay Archipelago. These we owe to Tasman himself. There are also Storm Bay and Maria Island and Frederick Henry Cape and Bay even if the name has in the latter instance been mistakenly transferred to a bay which Tasman never saw.

First after Tasman came the French, with the English treading close upon their heels, and expeditions representative of these two nations completed the exploration of our coasts, and incidentally the naming of them. In this latter competition the English had something of an advantage since they spoke the tongue of the people who were to settle in Tasmania. The first French expedition, that of Marion du Fresne in 1772 only followed in Tasman's track, and for this reason it was probably that Marion gave no names, though his own has since become attached to the bay in which he anchored. Next year came the English Captain Tobias Furneaux, whose memory and that of his ship should be kept green by the Furneaux Islands and Adventure Bay, while Frederick Henry Bay perpetuates a mistake of his, and the Bay of Fires recalls the fire and smoke which the natives raised as he sailed along the coast.

Still, allowing for these and a few others, there are but few names which can be traced back to Furneaux or to his greater companion, Cook, who put into Adventure Bay on his last voyage.

The case is otherwise with the French expedition commanded by Bruny D'Entrecasteaux, which in 1792-1793 made the first fairly complete survey of our south-eastern coasts, and left them studded with names familiar to all of us besides many more which have given place to English names. There are Recherche Bay and Port Esperance, which bear the names of the French ships, Bruny Island and D'Entrecasteaux Channel, which have those of the commander himself, the Huon River, Cape Raoul, and a number of other names.

Close after D'Entrecasteaux came the Englishman Hayes, who left his mark on the same part of the island as his predecessor. The Frenchmen's Riviere du Nord gave place to his Derwent, and many other names well-known to all Hobart people were first given by Hayes, while Clarence Plains keeps green the names of his ships.

Next after Hayes came another expedition, not like that of Hayes, from India, but from Sydney, the circumnavigating expedition of Bass and Flinders in 1798. The names of both Bass and Flinders are writ large on the map of Tasmania, and to the sloop in which they sailed we owe the name of Norfolk Bay, which has ousted its French competitor. Flinders's generous recognition of the work of earlier navigators has put on our map the names of Tasman's ships and preserved several French names which were in danger of being lost.

To the earlier visit of one other English navigator in the 18th century, Cox, we owe the names of Cox Bight and one of the Oyster Bays which now appear

upon the map. Two or three names in the Straits Islands date from the loss there of the ship Sydney Cove, bound from Calcutta to Sydney in 1797, just as the Actaeon reefs and other names preserve the memory of later wrecks upon our coasts.

With the opening of the 19th century came the last French exploring expedition and the names which date from the careful charting of the eastern coasts of the island made by Baudin and his companions may fairly be called legion, even now that some of them are no longer used. The name of Freycinet replaced Tasman's Van der Lyn, when the French proved that what the Dutchman took to be an island was a peninsula, and the name of Forestier's Peninsula reminds us that it was this expedition which first proved the existence of this peninsula as we now know it.

With the departure of Baudin in 1802, the history of Tasmanian exploration from without comes practically to an end. The explorations of Flinders and Bass were not the only ones carried out in Tasmanian waters by vessels from Sydney, and the names of King and Hunter Islands remind us of the connection of the early Governors of New South Wales with this work. It was King too, who in 1803 sent those who founded the first regular settlement in Tasmania, and from this dates the beginning of the second stage of Tasmanian history, that of a British settlement dependent on New South Wales. From this connection it comes that the names of Governor Macquarie and his wife, in various forms, are writ so large on the map of Tasmania as well as on that of New South Wales.

Tasmanian Nomenclature

ACTÆON REEFS.—These were observed by all the early explorers, but D'Entrecasteaux named them the Sterile Islands. They owe their present name to Scott, in consequence of the loss of the ship Actæon on the reef.

Mr. Robt. R. Rex writes:—"I have the following particulars about the wreck of the Actæon in one of my papers of November 2, 1822:—"On Thursday night, Captain Mackey, commander of the ship Actæon, came up to port in the ship's long-boat, bringing the melancholy intelligence of the wreck of that vessel, which, unfortunately, struck on a reef at twelve o'clock at night on Saturday last, between the South Cape and the entrance of D'Entrecasteaux Channel, where she now lays, having driven very near to a small island, bilged. Captain Mackey left the vessel on Monday last, his chief officer and European part of the crew remaining on the island contiguous to and in charge of the wreck. We are happy to state that no lives were lost, and that there is every reason to believe the major part of the cargo, consisting of salt pork, spirits, wines, soap, and piece goods, as well as the wreck of the ship, will be saved if the weather continues favourable. The Actæon came from the Isle of France, which she left the 6th September."

ARTHUR RIVER was named by Mr. H. Hellyer, a surveyor, in 1827. The explorer wrote in his narrative:—"I have taken the liberty of calling this large river the Arthur, in compliment to His Excellency the Lieutenant-Governor of Van Diemen's Land. . . ." The abori-

ginal name for the river is Tunganrick.—(H. S. Innes.) The Arthur, however, had been entered by Lieut. Hobbs in 1824.

ADVENTURE BAY received its name from the ship of Captain Tobias Furneaux, who in 1773 visited the locality, and anchored in the bay.

ADAMSON'S PEAK.—A prominent eminence in the south-west, named by Captain John Hayes in 1794. It has an altitude of 4,017ft.

AGNES RIVULET.—This was discovered by M. Peron (the naturalist of Baudin's expedition of 1802), and named the Fleurieu River. The Australian Directory thus marks it, and so did Frankland (1839 and 1859), and Knight (1849). Sprent, however, in 1858 thought fit to alter the name to Agnes Rivulet.

ANTILL PONDS.—So named by Governor Macquarie in memory of Major Antill, of the 48th Regiment. (G. Wk. Rex).

ANDERSON'S CREEK (west of the Tamar) was discovered by Ensign Piper in 1805, while exploring westward from the Yorktown settlement. He named it after his comrade Ensign Anderson, who had previously sailed with him in the schooner Integrity.

BASS STRAITS, named after Dr. George Bass, surgeon of H.M.S. Reliance, who accompanied Flinders on the memorable voyage in the sloop Norfolk, which determined that Tasmania was not portion of the mainland, as hitherto supposed. The sloop left Sydney on October 7, 1798. Flinders generously recommended Governor Hunter to bestow the name of his companion on the strait, that being, as he wrote in his journal, "no more than a just tribute to my worthy friend and companion for the extreme dangers and fatigues he has

undergone." This was in reference to Bass's previous adventurous voyage of twelve weeks from Sydney in an open whaleboat, when he discovered Wilson's Promontory (Vic.).

BISCHOFF, Mount, named by Mr. James Sprent (Surveyor-General), in 1843, in honour of Mr. James Bischoff, who had been chairman of the V.D.L. Co. in 1828. The famous tin mine was discovered by Mr. James (Philosopher) Smith on December 4, 1871. Actual work was begun 12 months later. The Mount Bischoff Tin Mining Company was formed in 1873, and the company began operations in September of that year. The tramway to Emu Bay was opened early in 1878.

BLACKMAN'S BAY, the original Fredrik Hendrik Bay of Tasman, who in 1642 (December 1) anchored there. It was to the shores of this bay that Tasman's carpenter, Peter Jacobsen, swam on December 3, 1642, when he planted the Dutch flag. Mr. T. Dunbabin writes:—"The Fredrik Hendrik Bay of Tasman was not our Frederick Henry Bay, but either what we now call Marion Bay, or the adjacent Blackman's Bay, the name being written in the latter in Tasman's chart as reproduced by Vallentyn. The transference of the name to the present Frederick Henry Bay, which Tasman never saw, is due to a mistaken identification by Matthew Flinders. When he wrote the introduction to his 'Voyage to Terra Australis' (published in 1814) Flinders had found out his mistake, but it seems to have got too long a start." There is room for some doubt as to where Tasman really did anchor. It is held by many that his anchorage was in Marion Bay, which see.

BATHURST HARBOUR (Port Davey), discovered by Capt. J. Kelly in 1815, and named by him after Lord Bathurst, the

then Secretary of State for the Colonies.—
(H. S. Innes.)

BIRCH'S INLET (Macquarie Harbour) was named after Mr. T. W. Birch, of Hobart Town, by Capt. Kelly, in 1815.—
(H. S. Innes.)

BUCKINGHAM (County) was named by Governor King in 1804. It then comprised that half of the island south of the 42nd parallel of south latitude. His Excellency called it after a county of England.

BROWN'S RIVER (Kingston), famous for a particular sort of potato, which in the "eighties" was the most popular in Tasmania. "Promenalinah" is the native name for the river. Mr. T. Dunbabin writes:—"As a respectable and likely godfather for Brown's River, I should suggest Robert Brown, the botanist, who accompanied Flinders on his voyage in the Investigator. He spent several months at the Derwent settlement in 1804, and made two expeditions to the southward of Hobart, in one of which he got no further than the North-West Bay Rivulet, while in the second he reached the Huon. I do not know, however, that it is anywhere recorded that this river was named after him. A 'Dick Brown's River' is mentioned in the 'Hobart Town Gazette' of 1821, but, if I remember rightly, this was the original name of the river, re-christened in 1821 as the Ouse." (According to Walker's "Early Tasmania," page 270, the original name of the Ouse was the "Big River," from which the "Big River" tribe of aborigines received their name.) The name was never officially given, but just came into general use. It was called after Mr. Robert Brown, the celebrated botanist, who made the first exploration from Sullivan's Cove, after the settlement had been formed by Collins. "Mr. Brown arrived at the Derwent in the Lady Nelson early in February, 1804, and returned to Port Jackson in the Ocean on 9th August of the same year." (Walker's "Early Tasmania," page

76.) He made two excursions up the Derwent towards its source, and two south from Hobart. In the first of the latter he crossed Brown's River, and got as far as North-West Bay. On the second attempt he, in company with Mr. Humphreys (the geologist) left Hobart on May 1, and after an absence of two weeks and two days, returned, having reached the Huon. "The river at Kingston was called Mr. Brown's River for a long time." (J. W. Beattie.)

BURNIE (Emu Bay).—In 1828 Mr. J. H. Wedge, a surveyor appointed by the Government to report on the V.D.L. land concessions advised the Government to reserve land at Emu Bay for a township, on the ground that Emu Bay, Circular Head, and Cape Grim were the only possible shelters for shipping on the North-West Coast. The report was not adopted, and the V.D.L. Co. occupied the area. It was laid out by Surveyor Cannon, and named after William Burnie, a director of the V.D.L. Co.

BOTHWELL, named by Governor Arthur. Mrs. L. M. Reid (of Ratho) has written:—"Governor Arthur was dining at Dennistoun with Captain Wood (father of Mr. J. D. Wood), who had invited Captain Langdon, Mr. A. McDowall, and old Mr. Reid to meet him. At that time the Clyde River was called 'Fat Doe River.' The Governor was asked to name two townships, and suggested that "as most of the gentlemen in this part of the country are Scotchmen," one township should be called Bothwell on the Upper Clyde, and the other Hamilton on the Lower Clyde. Thus the Fat Doe River became the Clyde." Mrs. Ibbott, of Strathbarton, writes that Captain Langdon did not arrive in the district for many years, and that it was Mr. Paton, who was of the above party. She gives the date as 1825.

I am afraid (writes Mr. T. Dunbabin) that Mrs. Reid's interesting anecdote of the way in which Governor Arthur came to name the Clyde is not historically correct, as this name was given to the river when Arthur was probably away in Honduras, and at a date when Lieutenant-Governor Sorell held sway in Tasmania, subject to the superior jurisdiction of Governor Macquarie. The river was certainly called the Fat Doe River in the very early days, but it was rechristened the Clyde in 1821, a fact mentioned in the Hobart Town "Gazette" of about that period. Governor Macquarie visited Tasmania in 1821, and I should think it very probable that it is to him that the names Clyde, Hamilton, and Bothwell are due. He had a fancy for naming places, and was fond of Scotch names. It is possible that Arthur may have named the two townships under the circumstances related, though one imagines that Hamilton, at least, would have got to itself a name before he came to Tasmania. Perhaps it did have an earlier name.

Mr. T. Menzie-Miller writes:—"Re Bothwell, and the account of the origin of this name by Mrs. L. M. Reid, late of Ratho, Mr. T. Dunbabin rather doubts this account, and thinks it a pretty story containing more sentiment than truth. His doubts have not served in bringing to light any other explanation. I believe Mrs. Reid's account to be true, and therefore the only explanation procurable. I am a Bothwellite, and remember years ago hearing the same story from some of the oldest inhabitants, now long since dead. The names of the Bothwell streets verify Mrs. Reid's statements. I believe Mitchell's 'Jail Journal' (The

Irish Exile) mentions something about the origin of Bothwell."

In reference to the letter of Mr. Menzie-Miller regarding the origin of the name of Bothwell (writes Mr. T. Dunbabin), I was led to have some doubts as to Mrs. Reid's account because that part of it which refers to the naming of the Clyde River is incorrect, that river having been so named long before Governor Arthur came to Tasmania. Mr. Miller thinks that Mrs. Reid's account is true, and the only explanation procurable. Things would be comparatively simple if the true account were always the only one procurable, but very often it is easier to procure accounts which are not true. Confirmation by the "oldest inhabitants," though admissible as evidence, by no means settles the question. Perhaps Mrs. Reid also heard the story from the oldest inhabitants, or vice versa, or both may be derived from a common source. I should be glad to know in what way the names of the Bothwell streets verify Mrs. Reid's story. I have previously suggested that Mrs. Reid's account may be substantially correct, but that the date and the ascription of the name to Governor Arthur is a mistake. The Clyde got its present name, as contemporary records prove, in 1821. I have no evidence to offer to show that Bothwell was named in the same year, but it seems not unlikely.

Mr. A. A. Reid, of Ratho, Bothwell, writes:—"I see that what my mother (Mrs. Reid) wrote about the origin of the names of Bothwell and Hamilton has been questioned by Mr. Dunbabin. Her remarks were taken from the reminiscences of my father's sister, who came out with her parents from Scotland, arriving in Tasmania in March,

1822. Some of these reminiscences of hers appeared in 'Dalgety's Review' about nine years ago—April, 1902—and I quote from this paper the part referring to Bothwell's name:—'A township had been laid out even before the arrival, in 1825, of Colonel Arthur, the Governor who succeeded Colonel Sorell; surveyed by Mr. T. Scott, the principal street, that leading up to the church, being called after my father, Alexander street, the other Patrick-street, after Mr. Wood. . . . The township received its name from Colonel Arthur, who was dining at Dennistoun, and my father, Mr. McDonald, and Dr. Paton, all Captain Wood's guests. He asked them to suggest a suitable name for the village that was in progress, and after several had spoken, he himself asked if Bothwell would not be suitable, as being quite a Scotch district then, and on the banks of the Clyde, and Hamilton for the township on the Lower Clyde.' The reference to the Clyde goes to prove that River Clyde was named before this event, and so it is quite possible it may have been so named in 1821, as Mr. T. Dunbabin says."

BISMARCK.—As far as I can ascertain, Bismarck was originally named Sorell Creek. When the Post Office was established it was thought advisable that there should be a more distinct name. At that time foreigners were principally located here, and the name "Bismarck" was chosen. (W. H. Hickman.)

BETSY ISLAND was discovered by D'Entrecasteaux in 1793, and named Wil-laumetz Island. Hayes called it Betsy Island, and this was adopted by Flinders, who thought the name too well known for any change to be made. It is now called Franklin Island (after Governor Franklin) on Tasmanian charts, but Betsy on Eng-

lish and French maps. Cross in 1838 wished to revive the name of Willaumetz, so transferred the name to the little islet to the south of Betsy, but spelled the name "Willaumes." The following year the same cartographer made the name into Williams, which it has retained up to the present. On Australian maps we have Williams Islet, which is not marked on English maps, but on French charts it is called Betsy's Islet (Comte de Fleurieu). The aborigines called it "Temeletta." "The discoverer of Betsy's Island was Willaumez, one of D'Entrecasteaux's officers, who, in 1793, passed between it and South Arm. It was named after Willaumez by the French, but in 1794 Hayes called it Betsy's Island. It seems rather hard if both these names are to be superseded by a third given nearly half a century later." (T. Dunbabin.)

One of the officials at the Public Library has (writes Mr. T. Dunbabin) pointed out to me that in an article on Hobart contributed by the Rev. R. D. Poulett-Harris to Cassell's "Picturesque Australasia" (published in 1887) it is stated that the correct name of Betsey's Island is Betts's Island, the first owner having been a person of the name of Betts. Popular usage has sanctioned a different spelling." I imagine that this derivation was a guess and no evidence is adduced in support of the statement. As the name was given by Hayes, we would have to suppose that he found Mr. Betts in possession of the island in 1794, and christened it after him, or perhaps adopted a name previously given by this hypothetical first settler in Tasmania. That a white man had already found his way there in 1794 is, of course, not impossible, though it seems highly improbable. One is tempted to invent a little romance, and to suppose that Mr. Betts, "the first

owner," has a daughter named Betsey Betts, and that Hayes, smitten by her charms, gave the name of Betsey's Island to her island home, which the old man had called after himself. Betts's Island. It would be very much like the oft-repeated story that Tasman named Maria Island and divers other places after his inamorata the daughter of Anthony Van Diemen, and not less true.

BEACONSFIELD, originally known as Cabbage Tree Hill. When gold was discovered, in 1870, in the vicinity, it was called Brandy Creek, but the present name was substituted by Governor Weld in March, 1879, after the famous statesman. Gold was first found in the alluvial as early as 1857 (Fenton), but Mr. Wm. Dally in 1877 discovered an auriferous reef, which led to development of the more stable industry.

BRISBANE-STREET (Hobart and Launceston) received their names from Sir Thomas Brisbane, Governor in New South Wales in 1822. Brisbane was a Presbyterian, and gave considerable aid in the establishment of a Scotch Church in Tasmania. The first Presbyterian Church service was held by the Rev. A. MacArthur on January 13, 1823.

BEN LOMOND (native name "Toor-bunna").—The mountain, which is 5,010ft. high, was discovered and charted at a very early date. A rough sketch of it appears in a field book of Surveyor-General Grimes, dated 1807. The book is in the possession of the Lands Department.

Flinders in his "Voyage to Terra Australis, published in 1814, "states that Ben Lomond (or, as he calls it, Ben-iomen) was named by Colonel Paterson, who, in 1804, founded the first settlement in Northern Tasmania, and was for some time thereafter Lieutenant-Governor of the Northern part of the

island. Flinders also states that the mountain was seen, though not named, during the circumnavigation of Tasmania in the Norfolk in 1798-1799.—(T. Dunbabin.)

BOOBYALLA.—A native word, meaning "seaside" (Dr. Milligan). It has been given to the shrub so well-known on Tasmanian coasts.

BOND'S PEAK.—Named after J. Bond, one of the early directors of the V.D.L. Co.

BORRODAILE PLAINS.—On the V.D.L. Co.'s road to Middlesex. Named by Fossey after W. Borrodaile, a director of the V.D.L. Co. (Now wrongly spelt on the Government charts.)

BLYTHE RIVER.—See Cam River.

BOREEL ISLAND (now known as The Friers), off Bruni, so called after a member of the Council of the Dutch East India Government by Abel Jan Tasman.

BURNETT POINT.—This seems to be the Point Rossel of D'Entrecasteaux.

BAY OF FIRES—So named by Lady Franklin during a trip through the country with her husband, Governor Franklin. It was named because at the time of the visit the surrounding country was all alight. (Robina Hodgman.)

If the Bay of Fires spoken of in the article of September 9 be the bay to the south of the Eddystone, the name was certainly not originally given by Lady Franklin in 1839, or at any other time. The name was originally given by Captain Tobias Furneaux during his run up the East Coast in 1773, no doubt from the numerous smokes which he saw along the coast, which led him, as he says in his account of the voyage, to

conclude that the country was thickly inhabited. It would appear from Furneaux's chart that the name was intended to apply to the whole indentation between St. Helens Point on the south and Eddystone Point on the north, both these being names given by Furneaux (T. Dunbabin).

Since Mr. Dunbabin's remarks on the Bay of Fires (writes Robina Hodgman), I have turned up old notes taken from information given by the late Mrs. Henry Allison, and find in relation to this:—"Lady Franklin said, we shall call this place 'The Gardens,' and they spent some time in the bay, which she said could only be called the Bay of Fires, for the country all round the shore was alight." Does Mr. Dunbabin know, when this small bay was first distinguished as the Bay of Fires, apart from Boat Harbour, and the other bays now named separately between St. Helens Point and Eddystone?

BELLERIVE—Said to have been named by Lieut. Edward Lord, having been previously known as Kangaroo Point (anonymous.) The latter name, however, was preserved and used frequently to a much later date. Lieut. Lord came to Hobart in February, 1804, in command of the guard of marines in the ship *Ocean*, from Port Phillip, which also carried Lieut.-Col. David Collins, the founder of Hobart.

BRIDGEWATER—A correspondent writes:—"I wish some one could say how Bridgewater got its name. Two years ago I wrote to the late Edward Stanfield, of Green Point (the property has belonged to Stanfields since 1807-8), and I thought he would know. He did not. He only knew, as my father has told me, that this place was called Bridgewater years before there was a

bridge. My father went to England in 1847, and he saw for the first time a drawing with plans of the Bridge-water bridge in the Exhibition of 1851. He returned to Tasmania in 1853. They were then using the old bridge, which was removed some 12 or 13 years ago."

In reference to a question by a correspondent as to the origin of the name Bridgewater, which is stated to have been given to the place long before there was any bridge there, it seems possible that it was named after Bridgewater, in Somerset, with which the North Bridgewater children exchanged flags some time ago. South Bridgewater was originally called the Black Snake. I think that the old inn there was long known by that name, but when the change was made to South Bridgewater I cannot say. Brighton was given its present name by Governor Macquarie during his last visit to Tasmania in 1821, if my memory serves me rightly. Perhaps he named North Bridgewater at the same time. (T. Dunbabin.)

BAILLY CAPE.—So named by Baudin, in 1802.

BOULANGER CAPE. — Named by Baudin in 1802. It is sometimes called Coxcomb Head, from the name given by Flinders to Cape Mistaken. Its position has been altered in modern maps, and placed too much to the east. This error is probably due to Arrow-smith's chart. (Comte de Fleurieu.)

BRUNI ISLAND.—The honour of discovery must be accorded to Tasman, who sailed into Storm Bay in 1642. The next casual visitors were Furneaux (1773), Cook (1777), Cox (1789), and Bligh (1788 and 1792), and then came the French Admiral, Bruny D'Entrecasteaux, 150 years later,

who, with his two vessels, the *Recherche* and the *Esperance*, made an accurate survey of the channel which bears his illustrious name, and gave the island his Christian name. This was in 1722. Two years later came the Englishman, John Hayes, who, not being aware of the great work accomplished by D'Entrecasteaux, gave the name of William Pitt Island to the place. This, of course, was after England's "great Commoner." Subsequent cartographers, however, justly recognised the Frenchman's prior right, and the island has never been known by any name other than the one given by D'Entrecasteaux. The final vowel in the name was altered by a calligraphic error early in the history of Tasmania, but there are many persons who, recognising the undoubted right of the French Admiral's nomenclature, would be glad to see the original orthography authoritatively restored. It would be a simple act of justice. The native name for Bruni Island was "Lunawanna-alonna." This name, in two sections, is preserved in the island postal towns, Alonnah and Lunawanna, the latter being also a ward of the Bruni municipality.

A correspondent writes.—"There is an historic place on Bruni, between Mills Reef and Adventure Bay, where an old identity is said to have shot the blacks sitting round their campfire in the cave. I think there is only one person living who was a witness to that regrettable affair, the chief actor in which assisted Robinson in bringing in the blacks. The Bruni affair was by way of punishing the blacks for robbing Mount Royal signal station. They had two catamarans taken from them that they used to cross over the channel. The catamarans were sent to Hobart, and were on view in Rotten Row

about the front of the New Market site, where in the early days vessels were put on the hard for repairs. At the time the beach went up to that place."

BOUGAINVILLE CAPE, surveyed and named by Baudin in 1802. It is locally known as Lord's Bluff. (John Cotton.)

BERNIER CAPE, locally known as Hellfire Bluff, named by Baudin's expedition, in 1802.

BRIGHTON, so arbitrarily designated by Governor-General Macquarie, probably about the year 1820.

BAGDAD.—One of the early Imperial regiments, which had been serving in Palestine, is said to have given the name while on the march.

BROADMARSH was named by Mr. Peter Murdoch, one of the early Government Surveyors. He called it so on account of the fine marsh lands which begin at Kellie and extend some miles south, being broken but twice by small intersections. Gradually the name became general through the valley, all of which, from Kellie to Black Brush, is now Broadmarsh. I am sorry that I cannot supply the date, but it must have been in the early "twenties," as I know of a property which was bought here in 1829, at which time Broadmarsh was quite a settlement, boasting a good macadamised road. (Anonymous.)

BICHENO, to the north of Swansea, was, I imagine, named after J. E. Bicheno, who was Colonial Secretary in Tasmania in the forties. (T. Dunbabin).

CIRCULAR HEAD, sighted in 1798 by Flinders and Bass from the cutter Norfolk, and named because of its circular shape. Its aboriginal name was

“Martula.” It is really a small neck on the east side of a large promontory, which has not been named, but which is some 10 miles in length from the mainland line to its extreme point. Flinders gave the name.

Mr. T. Dunbabin writes:—Flinders states in his “Voyage to Terra Australis” that he first sighted Circular Head on December 4, 1798, and passed it on December 6. He remarks:—“Circular Head is a clifty, round lump, in form much resembling a Christmas cake, and is joined to the mainland by a low, sandy isthmus. The land at the back is somewhat lower than the head, and is formed into very gentle slopes. A slight covering of withered grass gave it a smooth appearance, and some green bushes scattered over it much resembled at a distance a herd of seals basking upon a rock.”

COLEBROOK.—A resident of Colebrook once showed me (writes Mr. E. E. Reid) the deeds of his property. One of the documents, which was signed by Sir John Franklin, stated that the name of the settlement was Colebrook Dale.

CORNWALL (County) received its name from Governor King in 1804. At that time it embraced the half of the island north of the 42nd parallel of south latitude.—(H. S. Innes).

CIMITIERE - STREET (Launceston), named after Colonel Cimitiere, some time commandant at George Town.

COLINS'S BONNET (or Cap), 4,131 feet.—A high peak of the range, near Hobart, to the north-west of Mt. Wellington, being part of the same hills. Named in the very early days of Governor Collins. By some the designation is regarded as a corruption of the latter name.

CIVILISATION POINT (Flinders Island).—Named in 1834 by Messrs. Walker and Backhouse, who visited the island to report at the request of Governor Arthur. It was known as Pea Jacket Point by the early sealers.

CLOUDY BAY is the "La Baie Mauvaise" of D'Entrecasteaux. It is called "Bad Bay" (the translation of the name given by D'Entrecasteaux) in all English and Tasmanian charts prior to 1858, when Sprent named it "Bad or Cloudy Bay." Evans in vain gave back the name of "Bad" to this bay at the south of Bruny Island, for Cloudy Bay now prevails. (Comte de Fleurieu).

CLYDE RIVER.—Named by Governor Arthur, who changed the original designation of Fat Doe River. (See Bothwell.)

CHAMPOGNY PEAK.—The name given by Baudin to a peak of the interior on La Perouse Range. It is utilised by Arrowsmith in 1833, but is no longer marked on every map. (Comte de Fleurieu.)

COVE POINT (Cape Barren Island).—Named after the ship Sydney Cove, which was wrecked there in June, 1794. The Government of New South Wales sent the colonial schooner Francis to the scene of the wreck, and the explorations of that vessel advanced the geographical knowledge of the Furneaux Group, and also laid the foundation of the sealing industry of the islands. The doings of those old-time sealers are inextricably involved in certain pages of Tasmanian history.

CORNELIAN BAY.—So-called because of the stones of that name found there by Captain Hayes, who explored the Derwent in 1794. The correct spelling of the stone is "Carnelian."

CRACROFT RANGE.—Named by Lady Franklin on the occasion of a trip to the West Coast.

CAMPBELL TOWN.—Received its designation at the instance of Governor Macquarie, of New South Wales, while on a visit to Tasmania.

CONARA, known as "The Corners" on the old Main Line Railway. The word appears in Dr. Milligan's list of native names, and is there interpreted as meaning coal.

COMPANION HILL.—A detached hill near St. Valentine's Peak, named early by V.D.L. Co., the name being self-explanatory.

CRIPPS MOUNT.—Named after J. Cripps, first deputy-governor of the V.D.L. Co.

CATTLEY MOUNT.—Named after J. Cattley, one of the early directors of the V.D.L. Co.

CHARTER MOUNT.—Named by the V.D.L. Co. in commemoration of the granting of their charter. (A. K. McGaw.)

CAMPBELL RANGE.—Named after A. and J. Campbell, two of the early directors of the V.D.L. Co.

CRAYFISH RIVER.—Named by the V.D.L. Co.'s staff (no reason recorded) in 1826.

CAM RIVER.—Referred to about 1827 in the V.D.L. Co.'s records, and evidently named by their survey parties after English river in the same way that the Mersey was named. "These coastal rivers in 1826 were described numerically third, fourth, etc., and though I have not seen the actual record of the naming, yet it seems almost certain the company's staff did, no one else being interested at that date." (A. K. McGaw.)

COX BIGHT, near the south-western corner of the island. Named because Captain J. H. Cox, of the brig *Mercury*, landed there while on his voyage of 1789.

CAVE OR COVE ISLAND—Discovered by Flinders in 1798, was not placed on his map of 1814. Scott, curiously enough, called it *Dumpling Island*, and afterwards it was called sometimes one and sometimes the other. On Australian charts to-day it appears as *Caves Island*, but the English maps have *Isle of Caves*, while the French maps, for some reason or the other, call it *The Doughboy*. This Island is in *Norfolk Bay*.

CARLTON RIVER—Named the River Brue by Baudin, in 1802, after one of his officers, received its present name from Flinders in his 1814 chart. Arrowsmith (1842) gave it both names, while modern maps use *Carlton River* only.

CLARENCE PLAINS.—Named after the ship of Captain John Hayes, in 1794, the *Duke of Clarence*. His consort ship was the *Duchess*. Hayes' chart shows English names given to the country on either side of the Derwent. Thus, Mount Wellington, he charted as "*Skiddaw*"; the country on the Bellerive side of the Derwent, Yorkshire; and on the west side of D'Entrecasteaux Channel, "*New Cumberland*." That which is now Humphrey's Rivulet he charted as "*Duke's River*," and the land between there and the present site of Hobart he laid down as "*King George's Plains*." The Huon River he called "*Adamson's Harbour*"; Bruni Island, "*William Pitt's Island*"; and Isthmus Bay (at Bruni), "*Henry Wallis Harbour*." Hayes entered *Ralph's Bay*.

CROSS MARSH, between Kempton and Bothwell, was, I am informed by Mrs. Salmon, so called from a marsh which crossed the Bothwell-road here, and runs down to the Jordan. It was a favourite camping place for teams in the old days, and became somewhat of a centre for the surrounding districts. It was a well-known place in early days, as is shown by the references in the old newspapers (T. Dunbabin).

CLARKE ISLAND, in Bass Straits, took its name from the supercargo of the ship Sydney Cove, which sprang a leak while on a voyage from Calcutta to Sydney in 1794, and was run ashore there. The supercargo was one of the few survivors of the wreck and the hardships which followed. He and a few others made their way to Port Jackson in an open boat, and procured assistance.

CASTLE FORBES BAY.—In 1836 or 37 three emigrant ships with Irish women, arrived in Tasmania. The ship Castle Forbes entered the south end of Channel, and sailed up the Huon looking for Hobart. She got up as far as Castle Forbes Bay, but could get no further. Having sickness on board the captain looked about for water, and finding the Kermandie River, erected tents, forming an hospital, hence the names, one bay named after the ship and the other from the hospital camp. My father was a resident of the Huon. I heard this from him. He resided there when there were only seven people, all told, in the Huon (John Charlton).

DERWENT RIVER, named because of a resemblance to the famous Cumberland (Eng.) river and lakes, by Captain John Hayes, in 1794. It was discovered by Captain Cook in 1777. Hayes, however, explored the river. The

French Admiral, D'Entrecasteaux, charted the estuary in 1792, and named it "Riviere du Nord." The aborigine name was "Teemtoomele—menennye." Mr. Thomas Dunbabin writes:—"Cook visited Adventure Bay in January, 1777, as Furneaux had done in 1773, but he did not visit the Derwent, nor had he any idea that Bruny (William Pitt's Island, as Hayes called it) was not part of the mainland. It is possible that the river was discovered by La Perouse in 1788 (see Walker's "Early Tasmania," p. 7), and it was charted by D'Entrecasteaux in 1793 (v. "Voyage de D'Entrecasteaux," p. 255). Hayes was, according to Walker, a lieutenant. Flinders, in the MS. account of the voyage of the Norfolk, calls him Mr. Hayes (v. "Historical Records of New South Wales," Vol. III., p. 810, and elsewhere.)

DAVEY, PORT, discovered on December 17, 1815, by Captain James Kelly, while on a boat voyage round Tasmania, and named in honour of the then Lieutenant-Governor of the colony, Colonel Davey. "Poynduk" is the native name.

DIRECTION, MOUNT (near Hobart), was named by Capt. John Hayes, in 1794.

DEVONPORT (Torquay and Formby).—I cannot say when the two names were given to the settlements on either bank of the Mersey, but when their amalgamation was decided upon in 1890, or thereabouts, they were merged into Devonport—the port of the county of Devon. This was following on the decision of the Government that there should be only three important ports on the N.W. Coast—at the Mersey, Burnie, and Stanley. (A. J. Stokes.)

DESLACS CAPE.—Discovered and named by D'Entrecasteaux in 1792,

after an apprentice on board his ship. Deslacs was a god-son of the French Minister of Marine (Fleurieu), who sent out the expedition. After the return to France, Deslacs, persistent in his desire for a life of adventure, ran away from his uncle's house, and saw active service against the English. He was killed at Trafalgar. (Comte de Fleurieu.)

Young Deslac, whose full name was Charles Francois Hyppolite Deslac d'Arcombol, was son of the Marquise Deslac d'Arcombol, and of the marquise whose maiden name was Ducrest de Chigy. He was born on September 7, 1777, and was only 14 years old when he was sent by his god-father, M. de Fleuriu, to D'Entrecasteaux, to be taken by him on the voyage in search of the ill-fated La Perouse. On the return voyage, he was taken prisoner, sent to London, and did not see his own country again until 1802, after the peace of Amiens. He became the son-in-law of M. Fleuriu, with whom he lived, but, learning that war had again broken out, he escaped during the night, and was killed on October 21, 1805. Cape Deslac has sometimes been called "Deslaco." It seems probable that D'Entrecasteaux called the Hippolyte Rocks after this youth's third Christian name.

DECEPTION RANGE. — J. E. Calder writes in 1840:—"I called these hills Deception Range, from the frequency with which I was foiled or deceived in my attempts to lead the path across them." (H. M. Nicholls.)

DUCK RIVER.—Named by Alexander Goldie, agriculturist to the V.D.L. Co., and Joseph Fossey (surveyor) on the occasion of their journey from Georgetown to Cape Grim, August, 1826.

DETENTION RIVER.—First named by the V.D.L. Co.'s survey staff the "Tret River," afterwards changed to Detention River because of the uncomfortable forced detention of Alexander Goldie and his party at the river by a heavy flood in 1826. (A. K. McGaw.)

DIAL RANGE.—Named first by Fosseý Dial Mountains, and later in the V.D.L. Co.'s records and on their maps Dundas Range, after Captain Dundas, R.N., one of the first directors of the company. The similarity of the profile of one of the peaks to the index of a sun dial is the obvious reason of the original name, which was too apt not to be retained.

DIPWOOD MARSH AND RANGE.—Named by Hellyer in 1827.

D'ENTRECASTEAUX CHANNEL.—This was discovered on April 20, 1792, by the celebrated French Vice-Admiral Bruny D'Entrecasteaux, who, in the ships *Recherche* and *Esperance*, was searching for ill-fated *La Perouse*. Visiting Van Diemen's Land for the first time, he was attempting to find an anchorage in Adventure Bay, when, being himself ill in bed, the ships' navigators entered the channel to the west of Bruny Island, instead of going to the eastward of it. Thus, the discovery of the great channel was due to an accident. This is Labillardiere's account of the matter. A wrong bearing taken of the Mewstone accounts for the French navigator's error.

ESPERANCE, PORT, called after one of the ships of the French Commander D'Entrecasteaux, who in 1792 discovered the channel which bears his name, and surveyed it and a lot of the adjacent waters. *Raminea* was its native designation. The ships of the gallant D'Entrecasteaux were called *Re-*

cherche, in which sailed the commander, and the *Esperance*, commanded by Captain Huon Kermadec. Some geographers have called the port *Esperance Bay*, or *Adamson's Harbour*. The latter name is the result of a confusion over the chart of Captain Hayes, which marked as *Adamson's Harbour* the wide mouth of the *Huon River*.

ESK RIVERS (North and South), named by Lieut.-Colonel Paterson in 1804. The native name for the South Esk was "*Mangana lienta*."

EDDYSTONE PENINSULA. — The name was given by either Cook or Furneaux, and has always been used, the orthography alone sometimes differing. Its suitability for a place for a lighthouse in this way resembling the famous light on the south coast of England suggested the name.

ELIZABETH ISLAND (*Macquarie Harbour*).—Named by Captain J. Kelly, in 1815, after Mrs. Gordon, of Pittwater. Mr. Gordon lent Kelly the whale boat for his adventurous voyage.

EVERETT MOUNT. — Named after W. Everett, one of the early directors of the V.D.L. Co.

EMU RIVER.—Named by Hellyer, who first forded the river at Hampshire on February 13, 1827. He refers to an emu track seen on the banks of the river, and, after describing the river's course, says:—"I have since named it *Emu River*."

ELLENDALE.—Mr. Thos. Stephens writes:—"Before the proclamation of the township reserve the valley of the Jones River was generally known by the name of *Monto's Marsh*. There were a few settlers occupying small

selections of Crown land. Mr. Nicholas Brown, then Minister of Lands, occupied Meadow Bank as his country residence. While on a tour from Hobart to Hamilton I visited him there, and he arranged that we should ride over to Monto's Marsh, where he wished to select a good position for a township reserve, in which I could also note a suitable site for a future school. On our return to Meadow Bank, the question arose of a name for the future township, and my suggestion that it should be known by the Christian name of Mrs. Nicholas Brown was eventually adopted." Ida Gilbert writes:—"What was originally Montoe's Marsh was named Ellendale, after Mrs. Nicholas J. Brown, wife of the late Hon N. J. Brown, who was a former Speaker of the House of Assembly and representative of the district. Mrs. Brown still takes an interest in her namesake, and residents revere the memory of her husband, who did so much for Ellendale during its early struggles for improvement and recognition."

FREYCINET PENINSULA, named by the French expedition of 1802 under Baudin after his lieutenant, who had rendered signal service by a rough survey of the coast in the vicinity of Frederick Henry Bay. It had been sighted by Tasman in 1643, and named Van der Lyn, after one of the councillors of the Dutch East India Government.

FRIARS, Islets, originally known as Boreel Islands, and so named by Tasman. The name of the Friars was bestowed upon what Tasman had named the Boreel Islands by Captain Tobias Furneaux, of the *Adventure*, in 1773. He appears to have mistaken the South Cape for the Boreel Islands, and to have thought the Friars a new discovery. (T. Dunbabin.)

FORTH (river and settlement). probably named after a barque of the same name which sailed from England in June, 1833. Having called at Circular Head, it proceeded to Launceston. There is, however, a belief that the name is a corruption of the numeral 4th, from the fact that it is the fourth conspicuous opening in the land west from the Tamar. The others are:—Port Sorell, 1; Mersey, 2; Don, 3; Forth, 4. In support of this theory it may be remembered that when York Town was first settled and exploration pushed out westward, the first big opening and river (Port Sorell and Rubicon River) was called the "First Western River."

FREDRIK HENDRIK BAY, so called by Tasman in 1642, after the Stadtholder of the Dutch United Provinces. See Blackman's Bay. This bay and name must not be confused with the bay of the same name lying to the west of Forrestier's Peninsula, concerning which see under a similar title.

FINGALL.—The first payable reef-gold in Tasmania was found near Fingall at a place called "The Nook."

FREDERICK HENRY, CAPE, was named, in 1773, by Capt. Furneaux, who believed that the bay called by Tasman Fredrik Hendrik lay to the north of it.

FORRESTIER'S PENINSULA was so named in January, 1802, by Freycinet, lieutenant to the French explorer Baudin.—(H. S. Innes.)

FURNEAUX (group of islands), named after himself by Capt. Tobias Furneaux, of the ship *Adventure* (Cook's second ship), in 1773. Cook's ship was the *Resolution*.

FLINDERS ISLAND, given this name by Governor King, of New South Wales, in honour of the great navigator.

FLUTED CAPE (Bruny Island).—Discovered and named by Captain Hayes in 1794 because of its peculiar formation. "The name Fluted Cape, with its translations and modifications, serves as the designations of three capes on the Australian Chart, viz., Conacte, Fluted, and Connella." (Count de Fleurieu.)

FREDERICK HENDRICK CAPE is possibly Cox's Smoky Cape. Furneaux marked it on his map at the north of Adventure Bay, and D'Entrecasteaux, seeing Furneaux's mistake, replaced it to the south of Marion Bay, calling the other Troubrient. This correction was rejected by Flinders, with the result that Tasmania now has two capes Frederick Hendrick.

FRANKLIN ISLAND. See Betsy Island.

FRANKLIN RIVER, discovered by J. E. Calder in 1840. His journal states:—"A large and furious torrent flows through a gorge near the Frenchman's Cap, which, collecting all the water that falls on a wide extent of mountainous country, emerges from the glen a large and beautiful river. I called it the Franklin." (H. M. Nicholls.)

FREDERICK HENRY BAY. — Discovered by D'Entrecasteaux, and by him named "Baie du Nord." Hayes called it Henshaw's Bay, while Flinders, in 1798, thinking that it communicated with Tasman's landing-place, gave it its present name. This error was rectified by Baudin in 1802, who found out that this bay had no communication with Marion Bay, and so could not be the bay discovered by Tasman. He, therefore, on his charts restored D'Entrecasteaux's name, Baie du Nord. Arrowsmith, in 1834, used both names, probably because Tasmanians were using Frederick Hendrick, owing to Flinders's error. Cross (1838) called it North Bay, and Frankland (1839) put it

"Baie du Nord, now Frederick Hendrick Bay." It was generally called North Bay after this until Wyld (1850) and Sprent (1858) called it Frederick Henry, while Laurie terms it North Bay. Evans (1859) used both names. In 1837 Hughes removed the name entirely from the locality, and gave it to the bay to the south of Cape Paul Lamanan (south of Marion Bay), where it still is. Now the Australian maps use Frederick Henry alone, English charts give North Bay in parentheses as well, while the French maps use Frederick Hendrick, with Baie du Nord in parentheses. (Comte de Fleuriu.)

FORTESQUE BAY.—Baudin named it Baie Dolomien. Scott gave it its present name. Arrowsmith and Evans referred to it by the French name, but Arrowsmith later, with Hughes and Cross, called it Fortesque, while Frankland uses both names. At the present day the Australian charts call it Fortesque Bay, while the Admiralty and the French charts give it both names. (Comte de Fleuriu.)

FOSSEY RIVER.—A tributary of the Hellyer situated in Surrey Hills, named after Joseph Fosseý, one of the company's surveyors. The Mount Bischoff T.M. Co. takes its water by a race from this river.

FORCETT—Named after the home of Mr. James Gordon (often spoken of as Captain Gordon). He was appointed district magistrate, and resided at Richmond in what is now known as The Rectory. If not the first was one of the first appointed. I would like something more brought out about this old place, for my grandmother, who was the youngest daughter of a doctor, who came out with Phillip's fleet in 1788, lived with her sister at Pittswater from 1814 till she married in 1829. (Anonymous.)

GRIM. CAPE, named by Flinders and Bass in 1798. Native name Kennaook.

GLENORA.—Mr. E. E. Reid writes:—"I was told (I think by Mr. D. Chisholm, at present residing at Gordon) that a certain Mr. or Captain Fenton named this place Glen Norah, in honour of his daughter. The name was changed or corrupted into Glenora."

GAWLER RIVER (tributary of the Leven), discovered by Surveyor N. L. Kentish in 1844, and named after Governor Gawler, of South Australia, a former patron of Kentish's.

GORDON RIVER, universally admitted to be one of the most beautiful streams of Australasia. It falls into Macquarie Harbour, and, having magnificent timber on its banks for a great part of its length, was used as a source of timber supply in the days of the Macquarie penal settlement. It was discovered by Captain James Kelly in December, 1815, at the time he discovered and explored Macquarie Harbour. According to Fenton, Kelly named it after Mr. James Gordon, a settler of Pittwater. The name was chosen by Kelly because of the fact that Mr. Gordon had lent him the whaleboat in which he undertook the dangerous task of circumnavigating Tasmania.

GREEN ISLAND.—Comte de Fleurieu writes:—"It is a pity that the 'Ile Verte' of D'Entrecasteaux should have been translated Green Island, because there are at least two other Green Islands on local maps." This is the one in D'Entrecasteaux Channel.

GORMANSTON.—Named in honour of Viscount Gormanston, who was Governor of Tasmania from 1893 to 1900, it having sprung into importance as a mining town during his term of office.

GREEN ISLAND (off Maria Island)

was called the "Ile du Nord" by Baudin. Scott, in 1824, called it Green Island. The French Admiralty and Krusenstein recalled it by the original French name. It was translated to "North Island" by Arrow-smith, Hughes, and Evans. Cross called it Green Island. Frankland, Wyld, and Sprent, called it "Ile du Nord, or Green Island," which name is retained on the Australian maps of to-day, while the English map calls it "North Islet," and the French "Ilot du Nord."

GUILDFORD JUNCTION.—On Surrey Hills (Emu Bay Railway Co.'s line). Named by Mr. Norton Smith in 1897 after the capital town of the county of Surrey.

GUIDE RIVER.—A tributary of the Cam, named after 1835, and probably considerably later, the tradition being that a surveyor who lost his way in the forest used the river as a guide to the coast.

GEORGE TOWN.—The spot at which Lieut.-Colonel Wm. Paterson landed on November 11, 1804, when in H.M.S. Buffalo he founded the settlement of Port Dalrymple. He called it after King George the Third. The Lieut.-Governor's settlement was moved to the other (western) side of the Tamar in December of the same year, Paterson founding a new settlement, to which he gave the name of York Town.

GREEN PONDS.—The old name for Kempton, which see. The municipality still retains the original name

GARDEN ISLAND (Norfolk Bay).—It is not named in the map of D'Entrecasteaux, although marked. Flinders called it "Smooth Island." Scott, in 1824 called it Garden Island, and since

then it has been variously called by either name.

GLAMORGAN (county)—See matter under Spring Bay.

GRINDSTONE BAY, just north of Spring Bay. "Mr. Salmon says that he had always heard that it was so called from a grindstone having been either left or cut here by some of the bay whalers in the early days." (T. Dunbabin.)

GEOGRAPHE STRAIT.—So named by Baudin, after his ship. It is difficult to find out when the other name—Schouten Passage—was given to the strait, but it obviously comes from the island of that name, which the strait separates from Freycinet's Peninsula.

GUNN'S PLAIN is named after Mr. Ronald Campbell Gunn, a Fellow of the Linnean Society of London, and subsequently a Fellow of the Royal Society of London. In the prosecution of his researches he rambled through many parts of Tasmania. I cannot find the exact date of naming the plain, but in 1860, in association with Mr. P. L. Lette, he walked over most of the country lying between the River Mersey and Circular Head, and we find Gunn's Plain and Gunn's River in that track. (Robina Hodgman.) Mr. T. Stephens writes as follows:—When Mr. Ronald Gunn was commissioned to explore and report on the country between the Mersey and Circular Head, little was known of it except from the records of the V.D.L. Company, which were not easily accessible. He had previously pointed out to me when we were inspecting one of their charts that there appeared to be many places marked on it which were quite unknown to the Survey Department. Among these was "—— Plain" (I forget the exact name),

not far from the mouth of the River Leven. The term "Plain" was always used to mean a stretch of open grassy country, more or less level, and no such country had been discovered near the Leven by any of the surveyors or other persons on the look-out for selections of Crown land. In the course of his explorations through the timbered and scrubby country on the west of the Leven, Mr. Gunn suddenly came upon a tract free from heavy timber, but covered more or less with a forest of saplings, with small patches of grassy land interspersed, and peopled chiefly by wombats. This was evidently the missing plain. It had formerly been open grass land, but with the disappearance of the aborigines, who periodically burnt off all the grassy country they occupied, the forest had taken possession, as it always does in such cases. The present name was very properly given to commemorate the discovery of the lost plain by Mr. Gunn.

GRASS TREE HILL.—This was so named from the dwarf grass tree (*Xanthorrhoea minor*), which grows in abundance near the saddle of the ridge separating Risdon from Richmond.

HOBART (capital city). The name was transferred to the present site from the original settlement at Risdon Cove on March 10, 1804, by Governor Collins, who, for the purpose of identification, added "town" to distinguish it from the Risdon site. The name was given in honour of Lord Hobart, then Imperial Secretary of State for the Colonies. From that day on the site retained its position as capital, although Governor Arthur cherished the idea of removing the seat of Government to Port Arthur. It is probable that the name was used by Bowen under instructions from Go-

vernor King, of Sydney. The word "town" was officially dropped by legislative authority in 1881. (See Risdon.)

HIBBS POINT, named after the captain of Flinders's cutter Norfolk by the navigator in 1798.

HEEMSKIRK (Mount), named by Flinders in December, 1798, after one of the ships of the Dutch navigator, Abel Janszoon Tasman, who first landed in Tasmania in 1642, and who had first sighted the island in the vicinity of Macquarie Harbour. The native name for Mt. Heemskirk was Roeinrim.

HUMPHREYS RIVULET (Glenorchy), named by Governor Collins after Mr. A. W. H. Humphreys, the mineralogist, who arrived with him at Hobart in the ship Ocean, which arrived at Hobart in February, 1804. Mr. Humphreys was afterwards Police Magistrate at Hobart.

HUNTER'S GROUP of Islands, discovered by Flinders and Bass in 1798, and named probably after Governor Hunter of New South Wales. An extensive survey was made by Baudin in 1803.

HAMILTON-ON-CLYDE.—Named by Governor Arthur (see Bothwell).

HAMILTON-ON-FORTH.—Probably so called by one of the V.D.L. Co.'s early surveyors.

HELDER RIVER, a tributary of the River Arthur, named after Mr. Surveyor Wedge, whose second Christian name was Helder. Mr. Wedge lived to become a Minister without portfolio in Mr. Gregson's Ministry of 1857.

HELLYER RIVER.—An important tributary of the Arthur River, discovered by Henry Hellyer, first surveyor to the V.D.L. Co. Named by him the

Don on February 16, 1827, but later renamed in honour of Hellyer.

HICKS MOUNT.—Named after H. Hicks, one of the early directors of the V.D.L. Co.

HARCUS RIVER.—Named very early by the V.D.L. Co.

HUSKISSON RIVER.—Rising in Surrey Hills. Referred to before 1830 in V.D.L. Co.'s despatches, and probably named after Mr. Secretary Huskisson, of the Colonial Office.

HIPPOLYTE ROCKS.—So named by D'Entrecasteaux, probably after the third Christian name of young Deslacs, who sailed with him. See "Cape Deslacs."

HENTY RIVER (AND LITTLE HENTY RIVER).—Named after Mr. W. Henty, who was Colonial Secretary in Mr. W. P. Weston's Ministry of 1857.

HUNTER'S ISLAND (in Sullivan's Cove) was a small wooded islet near the Old Wharf, Hobart, when Governor Collins settled on the site of Hobart in 1804. Collins placed his stores and camp on it for safety. Subsequently the shallow water between the islet and the shore was filled in, and the historic spot became merged in the harbour works of the capital.

HUON ISLAND was discovered by M. de Cretin, one of D'Entrecasteaux's officers, on May 2, 1792.

HOPE ISLAND.—This is the island to which D'Entrecasteaux gave the name of Lahaye, in honour of a famous French botanist. It was discovered on May 20, 1792, by M. de la Janice, an officer of the ship *Esperance*.

HOSPITAL BAY (Geeveston).—So named by the captain of the ship

Castle Forbes in 1737. (See Castle Forbes.)

Referring to D'Entrecasteaux's expedition, I am very doubtful (says Mr. T. Dunbabin) whether he or any member of his expedition gave Hospital Bay either its present name or its French equivalent, though there is what appears to be a reference to the bay in Rossel's account of the expedition. There is also mention of a large stream on the western side of the river into which the largest sloops could enter. This I take to be the Kermandie River, but I can find no mention of any name having been given to it. This suggested to me that it was possible that Kermandie is possibly not a corruption of Kermadec, but a name given at a later date. I mentioned this to Comte de Fleurieu, and, if I remember aright, he was also of opinion that there was no evidence that the Kermandie was named after Huon de Kermadec at the time of D'Entrecasteaux's expedition.

HUON RIVER, discovered and first charted by the French Admiral D'Entrecasteaux, in 1792, and named by him after Captain Huon Kermadec, his second in command. In 1794 Captain John Hayes sailed up the D'Entrecasteaux Channel, and, unaware of the Frenchman's visit, named the River "Adamson's Harbour." In the very early days a valuable soft wood was discovered in the vicinity, and called Huon pine. It is botanically known as "*Dacrydium franklinii*," and became famous primarily for shipbuilding, and later for all kinds of joinery. It was later found in many parts of Southern Tasmania. Some of the best known of the early colonial-built vessels were constructed of Huon pine, and on the Huon River.

HUONVILLE.—The name is obvious-

ly derived from the river, on the banks of which it stands, but the history of the name is obscure.

HAMPTON PARK.—So called after the home of the Earl of Crewe in England.

HOPE ISLAND (D'Entrecasteaux Channel) is the Ile d'Esperance, according to French charts, meaning Hope Island. D'Entrecasteaux, it is supposed, gave it and Port Esperance that name through having hope of finding thereabouts the celebrated voyager La Perouse and his companions, for whom he was searching (H. M. H. McArthur). There are grounds for believing that Port Esperance was given its name after the French admiral's ship. These amount to practical certainty.

HEAN RANGE AND MT. HEAN. — While making a preliminary survey for the suggested railway between Zeehan and Stanley River in the early part of 1911, Mr. G. E. Bernard, resident engineer on the West Coast, came across a belt of uncharted country with a fine mountain range running through it. The pinnacle of the range he called Mount Hean, as a compliment to the Minister for Lands and Works. Describing this mountain, Mr. Bernard says:—"Mount Hean is situated north of Mount Zeehan, south of the Parson's Hood, west of Mount Murchison, and east of Mount Livingstone—a scion of these, upraising from the waters of the Pieman, the Wilson, and the Stanley. It is nearly 2,000ft. above the sea. On the north, south, and east the dense flora of Tasmania mantles it from base, well towards crown, leaving it unrobed on the west to face and withstand the ocean's blast. From its peak of sandstone and quartz, inset with diamond crystals, a vast panorama opens to the eye. The ranges of the Eldon, Murchison, Lyell, Darwin, Heemskirk, and Meredith, with their great mineral potentialities, are visible beyond and around.

Nestling in the valleys below, in hues of nature's variegated colouring, are observable the towns of Zeehan, Williamsford, Rosebery, and Renison Bell. The sinuous courses of the western railway system—arteries of industrial development—are also discernible." Out of compliment to the Minister for Lands (Hon. Alec. Hean) Mr. Bernard gave his name to the range and its highest peak.

INGLIS RIVER.—Named by the staff of the V.D.L. Co. after Mr. James Inglis, one of the early directors of the V.D.L. Co.

ISTHMUS BAY was discovered by M. de Cretin, of D'Entrecasteaux's expedition, on May 1, 1792. On May 21 M. de St. Aignon, while searching for an exit from the channel, beached his boat in Isthmus bay, and (minus his clothing) waded ashore, his gun in one hand and his compass in the other. On February 13, 1793, M. de Well and the famous geographer M. Beaupre, returned to the bay. The French found abundance of fish in the bay, it being recorded that one fish caught weighed 100lb., while another weighed 260lb. The French discoverers gave the name of Isthmus Bay to the whole of the water now included in the bay of that name, as well as Great Bay. To the isthmus they gave the name of St. Aignon.

'IRON POT' (Derwent Lighthouse).

—Mr. S. Salmon has informed me that the following explanation of the origin of the name of the Iron Pot, applied to the Derwent Lighthouse at the entrance of the Derwent, was given to him by his grandfather, Thomas Salmon, who came to Tasmania on a whaling speculation in 1812, and came out again with his family to settle in 1816. Oil was a high price in those days, and when vessels were filling up for the

long voyage home, efforts were made to get every inch of space possible for the storage of barrels. With this end in view the try-pots were sometimes left on shore, no doubt with the hope that they would prove useful on the next voyage, if not appropriated in the mean time. From some of these pots having been left on this island it came to be called Iron Pot Island, or the Iron Pot. (T. Dunbabin).

Concerning the Iron Pot, Mr. H. M. H. McArthur writes:—"The late Pilot Hurburgh often mentioned to me that that rock derives its name from holes in it resembling in shape pots with rust on the edges."

ILE DE PHOQUES (White Rock)—A barren rock lying midway between Maria and Schouten Islands; once a favourite resort of seals. It has lately come into prominence because of a law suit over disputed ownership of guano deposits. (John Cotton.) The name was given by Baudin because of the presence of seals, which are called "Phoques" by the French. Cross gave the name "White Rock" in 1829.

JORDAN RIVER, a tributary of the Derwent. It was discovered by Flinders when surveying in the Derwent in 1798, and subsequently called Herdsmans Cove.

JACOB'S BOAT HARBOUR.—Named after one of the members of the V.D.L. party which settled near Circular Head (Northdown). He was afterwards one of the pilots of the Tamar River.

JACOB MOUNT.—Named after J. Jacob, one of the early directors of the V.D.L. Co.

JORDAN RIVER.—So called, it is said, by the officers of an Imperial regiment, which, from service in Palestine, was sent to Tasmania. Excepting that the stream is narrow and winding, (R)

it is hard to discover any resemblance between the Midlands River and its famous Levantine namesake.

JERICHO.—Said to have been conferred by one of the Imperial regiments, which had been stationed in Palestine, and in arbitrary remembrance of the Levant.

KENT'S GROUP of islands, named after the captain of H.M.S. Buffalo, a ship much used in the colonisation of Australia. She conveyed the original colony to Port Dalrymple in 1804, and afterwards figured largely in the settlement of South Australia, whose first Governor, Hindmarsh, arrived at Glenelg in her.

KING ISLAND, named in 1798 by Flinders when in the sloop Norfolk, he first circumnavigated Tasmania, and named after Governor King, of New South Wales. "King Island" (writes Mr. T. Dunbabin) "was not discovered by Flinders in 1798 during his voyage in the Norfolk. On that occasion he struck the Tasmanian coast at Cape Portland, and ran along the north coast to Cape Grim, and then turned down the west coast. Incidentally, the Norfolk was a sloop of 25 tons. Governor King, writing in 1802, says that the island was first discovered in 1798 by Mr. Reid, in the Martha (sic in original), and afterwards seen by Mr. Black in the Harbinger. The Martha was a vessel of 30½ tons, built at Sydney, and engaged in the Straits sealing trade. See 'Historical Records of N.S.W.' "

KERMANDIE RIVER, discovered by the French expedition of 1792, under Admiral D'Entrecasteaux, and named after Captain Huon Kermadec, of the consort ship Recherche. The corruption of the original final syllable is the result of a caligraphic error. Mr. S. O. Lovell writes:—"The correct spell-

ing of the French captain's name is Kermadec, although the corruption Kermandie is more euphonious. The same Captain Huon Kermadec's name is also borne by a group of islets situated at some distance to the N.E. of New Zealand, and in this case the maps invariably give the spelling Kermadec."

KEMPTON was so called from Mr. Anthony Fenn Kemp, whose home or country residence was at the beautifully-situated estate of Mount Vernon, now the residence of Mr. A. E. Mansell, of Shropshire sheep fame. The older name (Green Ponds) was derived from some small green holes of water in the vicinity of the township. The name Kempton is used by all business people and by the Government for the railway station, school, and Post Office, but the municipality, for sentimental reasons, still retains the old name of Green Ponds. The name Kempton seems to have become general after the construction of the Apsley line. (H. G., Queens-town).

KENT BAY (Cape Barren Island) named after Captain Kent, of H.M.S. Buffalo.

KENTISH PLAINS and DISTRICT.—Discovered on August 1, 1844, by Surveyor N. L. Kentish, and by him named "August" Plains. The name was subsequently altered to the present one, in honour of the discoverer.

KING GEORGE'S ROCK.—Evans so charted this famous rock for the first time, but it has since been called George's Rock on some maps. It was the scene of one of the most notable shipwrecks of Tasmanian history. Mr. Geo. Wk. Rex has kindly lent some old-time literature, which gives a full account of the wreck. From this it appears that the convict ship George the

Third left London on December 14, 1834, for Hobart. She was commanded by Captain W. H. Moxey, Major Ryan being in command of the military guard. She had on board 308 souls when she left London, and one woman, three children, and 12 prisoners died on the voyage, there being several births as well. The grim story of the wreck need not be recapitulated here, with its allegations of helpless and manacled convicts, struggling in the flooded hold, having been shot down by the military guard. Suffice to say that of the 133 persons drowned 127 were convicts, while of the 161 saved only 81 were prisoners. All the senior officers were saved. A court of inquiry absolved the commanding officers.

KINGHORN POINT.—Named after Mr. M. Kinghorn, master of His Majesty's colonial brig. Prince Leopold.

LEFROY, called "Nine-Mile Springs" and "The Den," in the early gold digging days. Was named, at the request of the inhabitants, in 1881, by Governor Lefroy.

LITTLE PIPER'S RIVER.—Discovered and named after himself by Ensign Piper in 1805, while exploring west from Yorktown.

LADY BARRON.—A port on the coast of Flinders Island named in 1910, during a visit of His Excellency the Governor and a Parliamentary party, in honour of the Governor's wife.

LITTLE TAYLOR BAY is the 'La Petite Anse' (or "the Little Cove") of D'Entrecasteaux. Unnoticed by Hayes, it kept the name of "Little Cove" until 1858, when Sprent, having called the other "Great Taylor's Bay," thought without doubt that the little cove ought in some way to share the neighbouring bay's change of name.

LEGERWOOD, the name given to a large property selected half a century ago by Mr. J. R. Scott, after the Scotch port from which he hailed. (Robert Winter.)

LEVENDALE.—It was not until the beginning of the year 1901 that the district now known as the Levendale received its name. On April 15 of that year the State-school was opened. Immediately upon the name Levendale, the first part of which was derived from the name of one of the oldest and best known farms in the district, that of Leven Banks, belonging to Mr. V. W. Hodgson, being given to the school, the surrounding district adopted it, and became affiliated with that of the school district. (W. J. Rowlands).

LONG POINT (Lesueur Point of Baudin) is called Long Point in charts of 1837, '39, '41, '43, and '58. On some of the maps during the period 1839-50 it is called Point Leslier. The original French names do not now appear on either English or French charts, while the Australian charts mark it as Long Point.

LODDON RIVER, named by J. E. Calder in 1840. "I called it the Loddon," he writes, "from a fancied resemblance to an English stream of that name. Unlike the majority of our rivers, it is not a brawling mountain torrent, dashing over cataracts and waterfalls, but has all the gentleness of the course of the English stream." (H. M. Nicholls.)

LACHLAN.—Sir John Franklin founded the village in 1837. It was named Lachlan, after Governor Lachlan Macquarie. (L. Hall.)

LACHLAN'S ISLAND.—Situate in Maria Island passage, midway between the island and the main. A quoin-shaped islet of about 10 acres extent.

There is a legend that a prisoner named Lachlan, trying to escape from the penal settlement on Maria Island, landed on Lachlan's, and died from exhaustion. This is incorrect. The islet owes its name from the fact that Lachlan Macquarie, Governor of N.S.W., when on a visit to the East Coast, sailed round the islet in his whale boat, and deposited a bottle on the shore, containing a paper bearing the following inscription: "Lachlan Macquarie circumnavigated this island"—date given—which the late Hon. Chas. Meredith, who told me this, could not supply. I believe this to be the true version (John Cotton). Mr. T. Dunbabin writes:—"The French called this island *Ilot du Milieu*. It used to be called McLachlan Island in the early days, though it appears as Lachlan Island on the maps, and is sometimes so called nowadays. I have been informed by my father, who lived on Maria Island for some years about forty years ago, and has known this part of Tasmania for a good deal more than half-a-century, that as far back as he can remember it was always called McLachlan Island. The story told of it was that it was called after a man of the name of McLachlan, a convict, who swam to it from Maria Island (it is said, with leg-irons on), and, I believe, died there. If Scott gave it the name of Lachlan Island in 1824, it would seem that this interesting story will have to go by the board, as the convict station on Maria Island was not founded till 1825. It is curious that the original name of Lachlan should have been lengthened to McLachlan. Governor Macquarie's Christian name was Lachlan, hence, I imagine, the name of the Lachlan River near New Norfolk, but he retired from his Governorship of New South Wales

in 1821. Whether it is possible for a man to swim the distance (some two miles) with leg-irons on, I cannot say; if he did it is, perhaps, not wonderful that he died in consequence of his exertions."

Comte de Fleurieu writes:—"Named by Scott in 1824, and so called on all modern charts, was named L'Ile du Miliu by Baudin.

LATROBE.—Called after Mr. C. J. Latrobe, who was Acting Lieutenant-Governor of Tasmania for a few months in 1846.

LOTTAH.—The word used by the aborigines of the Pittwater district to denote "gum tree." (Dr. Milligan's Vocabulary.)

LEBRINA, the northern aborigine name for "house" or "hut."

LEVEN RIVER.—See Cam River.

LEMANA.—Aboriginal name for the native oak tree.

LOW ISLAND.—So named by Flinders (1798) appears as Green Island on Sprent's map of 1858. All Australian maps use the name of Low Island; Green Island on the French charts, but the British Admiralty charts do not mark it at all.

LONG BAY (D'Entrecasteaux Channel).—This name is quite misplaced. It is the real name of Isthmus Bay (on Bruni Island), which is almost opposite and which was given by D'Entrecasteaux during his survey (Compt de Fleurieu).

LOVETT.—Said to have been named after the ex-State Auditor-General of that name.

MELVILLE-STREET (Hobart) named after Mr. Hy. Melville, one of the early historians of Tasmania.

MAATSUYKER (island and light-house), named by Tasman in 1642 after a member of the Council of the Dutch East India Government. It is one of the group named Witt, or De Witt, by Tasman.

MATHINNA, originally known as "Black Boy," named after a native girl who was brought up and educated at Government House by Sir John and Lady Franklin, but who relapsed into native habits after their departure from Tasmania, and was drowned at Oyster Cove.

MARIA ISLAND, Tasman gave the name in honour, it is believed, of the wife of the Governor of the Dutch East Indies.

MACQUARIE RIVER, named by Surveyor Grant one of the first overlanders from Hobart to Launceston, after the Governor of New South Wales. With regard to the name of the Macquarie River, I would like to point out (Mr. T. Dunbabin writes) that the first overland journeys between Hobart and Launceston were made in 1807, nearly three years before Macquarie came out as Governor of New South Wales. Early in 1807 Lieut. Thomas Laycock, with a party of four, crossed from Launceston to Hobart and back again. From his narrative it would appear that the Macquarie was then called the Lake River, for he speaks of following up the river till it turned too far to the eastward for his purpose, which could hardly be said of what we now call the Lake River. Charles Grimes, then either Surveyor-General or Acting Surveyor-General of New South Wales, also crossed the island from north to south in or before 1807, according to Flinders's chart (as quoted by Walker), but I have not come across mention of Surveyor Grant as one of the first overlanders.

MARION BAY received its present

name in 1802, from Freycinet (a member of the expedition of the French explorer Bandin), in honour of the French navigator, Marion du Fresne. It had previously been called by Tasman, Fredrik Hendrik Bay, but in 1802 that name was transferred to the inner bay, which still bears it. By the "Inner Bay" is meant the bay on the west side of the Peninsula. (See Blackman's Bay and Frederick Henry Bay.) The name appears first on D'Entrecasteaux's chart, and was named after Captain Marion du Fresne (of Baudin's expedition). It is the bay in which Tasman anchored, but the old charts which we have seem to show clearly that Tasman wished to keep the name of Fredrick Hendrik in the inner, or Blackman's Bay, which is now called Port Fredrick Hendrick on both English and French maps. That is why Flinders gave the name of Frederick Hendrick to D'Entrecasteaux's Baie du Nord, thinking undoubtedly that there was a communication between the two, not knowing that East Bay Neck connected Forrestier's Peninsula with the mainland. Mr. T. Dunbabin writes:—"Tasman did not anchor in Blackman's Bay, neither did his carpenter, Jacobzoon, plant the Dutch flag on the shores of that bay. That Tasman did not anchor in Blackman's Bay is obvious from several considerations. He says that he anchored in 22 fathoms, and I do not think that that depth could have been found inside the bay, even in 1642. The position of Tasman's anchorage is marked on his chart as on the southern side of Marion Bay, a little to the north of Cape Fredrik Hendrik (now commonly known in those parts as the Lagoon Bay Bluff), and near Green Island. The boat sent to explore the morning after anchoring rowed some four miles to the north west before it came to the point of land at the entrance of Blackman's Bay (now called the Narrows), and the crew reported that they had gone several miles after passing the entrance. It was on the southern side of this bay that the first landing (as far as is known

to history) of Europeans on Tasmanian soil took place, on December 2, 1642. On December 3, Tasman and others landed in the morning on the shore of the bay just in from their anchorage, sometimes called North Bay on the maps, while the beach on which the Dutchmen landed is locally known as the Two-Mile Beach. In the afternoon Tasman intended to go ashore again, but the sea ran so high that he could not run the boat ashore. He ran accordingly for a little bay just to the south of Cape Paul Lamanon, marked on the maps as Prince of Wales Bay, and it was at the head of this bay (which is apparently that locally known as Watson's, after some forgotten bay whaler, that Jacobzoon swam ashore, and planted the Dutch flag. It is obvious that if it had been inside Blackman's Bay the sea could not have very well run high enough to prevent a ship's boat from landing. In passing, it may be remarked that the nomenclature of this part of the country is very perplexing and confusing. The name of Frederick Henry Bay has got itself permanently fixed to the Baie du Nord of the French, of whose existence Tasman knew nothing, while the name of North Bay, which would properly belong to our present Frederick Henry Bay, has been moved, how or why seems past finding out, to the bay off which Tasman anchored. In early maps the name of Blackman's Bay, now given to what is probably Tasman's Fredrik Hendrik Bay, is applied sometimes to North Bay (or the Two-Mile Beach), and sometimes to Wilmot Harbour (more commonly known as Lagoon Bay) to the south of Cape Fredrik Hendrik. With regard to Marion Bay, I would suggest that Tasman did not recognise it as a bay at all, or, at any rate, did not name it. His chart is a very rough one, and on it Marion Bay appears even shallower than it is in reality. Why the little cove where the Dutch flag was planted should be called Prince of Wales Bay, already given by Hayes to a much better known locality, I cannot say."

MARION (Lake), called after Capt. Marion du Fresne, who in 1772 visited the south of Tasmania in two French exploring ships.

MARION (Beach), also named after the same navigator.

MACQUARIE HARBOUR (native name "Farralaongatek"), discovered by Captain James Kelly in December, 1815, while on his famous voyage of circumnavigation undertaken in an open whale-boat. It was named after Governor-General Macquarie, and opened as a penal establishment by Governor Sorell in December, 1821. It was abandoned in favour of Port Arthur in 1830.

MOUNT WELLINGTON (native name "Unghanyahletta" or (Fenton) "Pooranetteri), had borne at least three different names before it got its present designation. I cannot (writes Mr. T. Dunbabin) say by whom its present name was given, but I presume that the mountain was named after the Duke of Wellington, and at a date later than 1815. Its first name was "Montagne du Plateau," given to it by Willaumez, the officer of D'Entrecasteaux, who in 1793 discovered the Derwent. Next year Hayes called it Skiddaw, also calling the land on the western side of the river New Cumberland. Flinders speaks of it as Mount Table in the introduction to his "Voyage to Terra Australis," published in 1814. This name was, perhaps, given by Bass, who climbed the mountain in 1798. Knopwood, in his "Diary," speaks of its notable resemblance to Table Mountain, at Capetown. In the early days of the settlement it was called Table Mountain, and is I think, referred to under this name in the "Hobart Town Gazette" of 1816. Mount Wellington is 4,166 feet above sea level.

Comte de Fleurieu traces the nomenclature of the mountain:—"Mount Wellington is the Montagne du Plateau des Francais discovered by Willaumez in 1793. The name of Skiddaw was given it by Hayes. It is not named in the chart of

Flinders, but is called 'Table Mountain' (translated 'Mont du Plateau') in the chart of Evans in 1822, Evans having anglicised the French name. It is called 'Mount Wellington' for the first time, I believe, in the chart of Scott in 1824, so that the name was conferred sometime between 1822 and 1824. Cross in 1828 used the appellation Mount Wellington, and Arrowsmith called it Table Mountain, while Frankland, in 1839, decided on the exclusive use of Mount Wellington. From that time on the present name came to be generally adopted, although occasionally Table Mountain appears in documents. The period thus fixed—1822-1824—lies at the termination of the office of Governor of Colonel Sorell. That officer would be directly interested in the doings of the Duke of Wellington on the Peninsula—indeed. Colonel Sorell went to live at Madrid, and died there—and there is some ground for the belief that the present name was suggested to Sorell from the dominating appearance of the mount, and thus placed, by his influence on the charts of his last days in the colony.

MERSEY RIVER, originally known to the Yorktown settlers as the "Second Western River," from the fact that it is the second opening of importance on the North-West Coast, going west from the Tamar. Its native name was 'Paranaple.' It was possibly named the Mersey by the Surveyor Goldie in 1826. The name of the port formed by this fine river is Port Frederick. Two of the early north-western surveyors—Messrs. W. Goldie and H. Hellyer—had in their party a man of conspicuous ability named Richard Fredericks, and it is probable that the name was bestowed in his honour. [Named by Mr. Edward Curr, first manager of the V.D.L. Co. in charge of the first party who got across country inland from Quamby's Bluff to the coast. He reported to his board on July 31, 1826:—

"We remained in the neighbourhood of the second western river, which we named the Mersey."]

MOLESWORTH.—Named after Mr. Molesworth Jeffrey, a well-known Tasmanian. Some time ago the Commonwealth postal authorities, finding that there were several Molesworths on the Postal Directory of the Federation, decided to change the name. The officials of the Lands Department suggested "Malbina," which was adopted. Malbina is a native name signifying a drake. The name of Molesworth was conferred by the New Norfolk Council.

MALBINA.—(See Molesworth.)

MEWSTONE ROCK, off the south coast, sighted and named by Tasman in 1642, because of a supposed resemblance to a lion's head.

MONGE POINT.—So named by Baudin, from the fact that his surgeon, M. Mauge, died of consumption while the ship was in the vicinity, and was buried on the point. Arrowsmith and Sprent retain the French name; as, also, do the English and French maps, while some of the Australian ones omit it. Its real name is Mauge Point.

MOORINA.—So called to commemorate a sister of Truganini (last of the Tasmanian aborigines), daughter of Mangana, chief of the Bruni Island tribe.

MANGANA.—Named after the chief of the Bruni Island tribe, who was father of Truganini, last of the Tasmanian aborigines.

MOONAH.—According to Dr. Milligan's vocabulary, this is the native name for gum tree, used by the Mount Royal, Bruni Island, and some other tribes.

MARRAWAH, according to Dr. Milli-

gan, is the equivalent of the aboriginal numeral "one."

MAY DAY MOUNT.—Fossey, on the first inland journey made in 1827 from Quamby via Middlesex Plains, Black Range, and Surrey Hills to the coast at Emu Bay, ascended May Day Mount on May 1, and, as in the case of St. Valentine's Peak, named the mountain after the day. Similarly May Day Plains at the foot of the mountain. (A. K. McGaw.)

MONTAGU RIVER.—Named very early by the V.D.L. Co., probably after a Government official of that name then in Hobart.

MOOREVILLE-ROAD (Emu Bay).—Mooreville was the name given by Mr. J. H. Munce to a bush section two miles from the coast taken up by him, this name being an English place name in which he was interested, and having nothing to do with the Hon. Wm. Moore. The name of the road which led to Munce's section as a consequence was called Mooreville-road on the suggestion of Mr. Munce, who was a member of the road trust. The naming of the road duly appears in the minutes of 1859 or 1860 of the Emu Bay Road Trust. (George Atkinson.)

MULGRAVE BATTERY (Hobart).—Probably named from Mr. P. A. Mulgrave (chairman of the Quarter Sessions), who was appointed superintendent of schools in 1823. The battery was erected on the brow of the hill, which subsequently became known as Battery Point.

MOINGAN BAY (entrance to Port Arthur).—So named by Baudin in honour of a previous commander of the ship *Naturaliste*, his second ship on the famous expedition. It is not, however,

even mentioned on the modern French maps, although charted on ours of the present day with the second letter an "a" instead of "o." (Comte de Fleurieu.)

Maingon Bay has its name spelt in the way at present in fashion in the map given by Peron and Freycinet in their account of Baudin's expedition, which seems a curious fact if Baudin named it Moingan. I have not noticed (writes Mr. T. Dunbabin) any other reference to the naming of it in the work just referred to, and have been wondering whether it was not like Cape Raoul named by D'Entrecasteaux.

MONGE, or PIRATE'S, BAY (east shore of Eaglehawk Neck).—Named by Baudin after the surgeon of his ship, who died and was buried on the point of Frame or Maria Island. Scott called it Pirate's Bay in 1822, because of some pirates who took refuge there in a schooner. It is now known by either name. Comte de Fleurieu writes — "It was called Pirate's Bay by the cartographer Scott, because of the pirates' schooner, which was taken (captured?) there on January 30, 1822. Some bushrangers were taken there on July 11, 1827. I don't know whether the bushrangers were the pirates who took the schooner, or members of some other gang. See maps of Frankland (April, 1837) and Scott, 1824."

As to the name Pirates' Bay (writes Mr. T. Dunbabin), Edwin Meredith, in his memoir of George Meredith, states that it was here that the piratical seizure of a schooner chartered by George Meredith took place (no date given, but apparently in 1822). He states that George Meredith was on a return trip from the East Coast to Hobart Town, and put into the bay for water. While on shore a party of bushrangers over-

powered him and the sailors, and then seized the schooner, turning Meredith and his carpenter adrift in the dinghy, with one oar between them. The piratical bushrangers, it is stated, got clear away with the schooner, which was wrecked on the coast of Australia. It may safely be concluded that the seven bushrangers, whom the "Hobart Town Gazette" records, to have been captured on July 11, 1827, on a "neck of land" whose precise situation is not indicated, had nothing to do with the seizing of the schooner. Three more of the same gang were captured the day before (July 10, 1827) "on Mr. Gellibrand's stock run, near Cape Pillar." Monge Bay was not (writes Mr. T. Dunbabin) named after the member of Baudin's expedition who was buried on Maria Island. "We named it Baie Monge," says Peron, "in honour of the illustrious savant to whom the physical and mathematical sciences owe so many precious discoveries." The Frenchman buried on Maria Island was not Monge, but Rene Mauge, and the proper name of the point is Point Mauge. English cartographers and writers seem to find a difficulty sometimes in distinguishing between Monge and Mauge.

MAURANARD CAPE (Maria Island).—Named by Baudin (1802), but Frankland called it "Bold" on his map of 1839, and this error is repeated on all modern maps, Cape Mauranard being placed more to the south. On Scott's map of 1842 it is called "Rocky and Barron." It has sometimes been wrongly charted as "St. Helens" Cape, owing to an error by which it was confused with Mauranard or St. Helen's Island. The latter is about 90 miles northward, and just to the south of the entrance to St. Helens.

MULCAHY RIVER.—A small stream

on the West Coast, named in honour of the Hon. Edward Mulcahy, who was in office at the time of its traverse.

MOUNT MONTGOMERY. — This name is given to the northern end of the Dial Range, immediately behind the town of Penguin, and which was once used as a trig. station. The name is said to have been derived from a Mr. Montgomery, who was anxious to secure land near friends of his, and he selected (in England) a 320-acre section adjoining, without any knowledge of its character. It happened to include the mountain referred to above, and although he later on threw up the selection in disgust, it yet retains his name (C. Webster).

MIDDLETON.—This place is in Long Bay, D'Entrecasteaux Channel, where the late Mr. John Watson, a well-known shipbuilder, owned property, those three brick cottages a little to the north of the jetty now used by Channel steamers. The name Middleton had its origin from Mrs. Watson's maiden name. Just a few yards from the jetty, and in a line with those cottages, the ship Middleton was built by Mr. Watson. I am uncertain in what year, but in 1853 she arrived from London, having on board Arthur Orton, afterwards well-known as the Tichborne claimant, who had charge of two Shetland ponies for the late Hon. T. D. Chapman, who owned the Middleton (H. M. H. McArthur). Mr. John Charlton writes on the same subject:—"The late John Watson, shipbuilder, had four brick cottages built at what is now Middleton. He brought his family down to live in one. Shortly after, he built the ship Middleton, naming it after Captain Middleton, his wife's brother. The cottages were always called Middleton. The post town was

Long Bay. The mail matters were very much mixed up, letters being forwarded to Port Arthur and Macquarie Harbour, both having a place called Long Bay. The residents petitioned the postmaster to alter the name of the post town to Middleton. Captain Middleton I believe, had no family. He lived with his brother-in-law the latter part of his life."

NEW NORFOLK, named by Governor Collins in 1808, at the suggestion of its settlers. These were people who had been deported from Norfolk Island by orders of the Imperial Government, and in the name they perpetuated the memory of their old home. It was originally named Elizabeth Town, by Governor-General Macquarie, in honor of his wife. Old residents called it "The Hills" from the fact that hills bar the approach to it from every direction. Mr. Thos. Dunbabin writes:—"The district was named New Norfolk in memory of Norfolk Island (cf. Norfolk Plains, on the northern side of the island) possibly by Lieut.-Governor Collins. When the township of New Norfolk was founded in the days of Lieut.-Governor Sorell it was officially named Elizabeth Town, after Lady Macquarie (see references in the "Hobart Town Gazette" of, I think, 1821). This name, by a process the reverse of that which has taken place in the cases, for instance, of Sorell and Richmond has given way to the original name of the district, which has become that of the township as well.

A correspondent ("English") writes, asking whether New Norfolk was named after the English county of that name, and pointing out that there is little resemblance in the two places. It was not so named, but called New Norfolk (according to J. B. Walker) by the

free settlers who were deported to Tasmania in 1807 from Norfolk Island. They did so in memory of their late island home. The place was known as Elizabeth Town in the early days. An interesting circumstance is reported by Mr. A. Courtney Pratt, who, in looking up an old record of April, 1825, found the following extract from the "Hobart Town Gazette," Friday, April 29, 1825, published by Andrew Bent:—"On Tuesday the unprecedented spectacle of a whale was seen in the Derwent at New Norfolk, but it has not yet been taken, although its ultimate escape can scarcely be expected, as several boats with well experienced crews have gone up the river in pursuit of her." Extract from the same paper, dated Friday, May 6, 1825:—"Whaling Season.—The whale alluded to in our last as having been seen up the river as high as New Norfolk has since been killed on the beach at that township above the punt ferry. It is no less remarkable than evident that this animal was bewildered, having actually run itself aground, a circumstance perhaps never before heard of in this island. It was not a specimen of the whales usually caught in and near the Derwent, but one of the species of fish frequently taken at sea, and known as fin-back. It was ninety feet (90ft.) in length, and will produce a considerable quantity of oil, though not so much as one of equal size of the other description. Our rivers and bays are at this moment full of whales."

NELSON MOUNT, named after the small sloop Lady Nelson, in which, with the barque Ocean, Governor Collins arrived at Hobart. From the very earliest time it was used as a signal station. The Ocean arrived on January 30, and the Lady Nelson on February 16, 1804.

NEW TOWN and NEW TOWN BAY.

—The latter was originally named Stainsforth's Cove, which see.

NORFOLK PLAINS.—So called by the settlers, who, in 1808, were placed there, having been deported from Norfolk Island, in memory of their old island home. (See New Norfolk.)

NATURALISTE CAPE, named by Baudin in 1802. It has always been so marked, but the different charts do not always put the name in the same place, some placing it a few miles to the north. The name came from Baudin's ship, being again conferred on a big promontory near Bunbury, in West Australia.

NEWSTEAD (the suburb of Launceston) took its name from Newstead House, built in 1855 by Ronald Campbell Gunn. This gentleman's name is well known in connection with the botany of Tasmania, and his labours are recorded in Sir J. D. Hooker's "Flora of Tasmania." He was also editor of the "Tasmanian Journal," a scientific serial published by the Royal Society of Tasmania. He was a member of the first Parliament. In 1839 he was appointed private secretary to Sir John Franklin, and with the Franklins made many excursions through the bush and country. During one of these trips the Bay of Fires got its name, Lady Franklin calling it so, because the country round the bay was all alight. (Anonymous.) The above re the Bay of Fires is only partially accurate. (See Bay of Fires.)

NORFOLK BAY was discovered by Willaumetz, an officer of D'Entrecasteaux, in 1792, who becoming short of provisions, could only get as far as Primrose Point. He did not know then whether this new bay had communication with Tasman's Frederick

Hendrick Bay (Blackman's, or Marion Bay); and on D'Entrecasteaux's map Tasman Peninsula is called Tasman Island. Flinders in 1878 visited the Bay, giving it the name of Norfolk, after the small schooner in which he was sailing with Bass. In 1802 Baudin examined the bay, and, unaware of Flinders's nomenclature, gave it the name of Port Buache, after the French King's geographer, who, by the way, was uncle to Beaupre, D'Entrecasteaux's historian. Arrowsmith and Frankland, in 1841 and 1858 used both names, but to-day Norfolk Bay is the only name that survives.

NORTH-WEST BAY.—This was discovered and charted by D'Entrecasteaux. It is the "Fairlies Harbour" of Hayes.

NORTHDOWN.—Named by Mr. Ed. Curr, first manager of the V.D.L. Co., who established his headquarters there in 1827. He moved later to Circular Head.

OYSTER BAY.—There are two Oyster Bays on our maps (writes Comte de Fleurieu), one which the Admiralty maps name Fleurieu or Oyster Bay, the other, which was known only as Oyster Bay. The only bay which received the name of an explorer is that which is found to the west of Maria Island of Tasman. It was discovered by Cox in 1789. When in the brig *Mercury* he wished to get water, having been during the night further than he thought, he saw opposite him the northern point of Maria Island, and looking for a stream of water, he saw Oyster Bay, known sometimes now as "Chinaman Bay," or "Shoal Bay." This bay, at the southern point of which was buried Dr. Monge (surgeon with Baudin) received also a visit from Dumont d'Urville. It has always borne

on the charts the name of Oyster Bay. Fleurieu, or Oyster Bay, as the Admiralty charts call it, is the large bay inside Freycinet's Peninsula. It was discovered by one of the officers during a boating trip from Baudin's expedition on February 25, 1802. "It was named Fleurieu in honour," says Peron, the historian of the voyage, "of the great hydrographer to whom is due the credit of our voyage." Flinders, who learned of the bay's existence from Peron's book, marked its situation on his map of 1814 by putting "large bay, discovered by Baudin in 1802." Still bearing the name of Fleurieu Bay on the maps of Molte Brun, Lagie, Hurd, and Krusenstern, its name became in 1822 Great Swanport in that of Evans, and "Oyster Bay discovered by Captain Baudin" in Scott's (1824), who seems never to have known a French name. Cross, Hughes, Frankland, Wyld, and Sprent called it Oyster Bay. The Admiralty charts of 1825 and 1843 and the "Australian Directory," so late as 1868, called it Fleurieu Bay. Most often, however, we find the two names "Oyster Bay" or "Fleurieu Bay," discovered by Baudin, or sometimes "Fleurieu Bay, or Great Swanport." On the French official charts, it is today called "Fleurieu," or Oyster Bay."

OATLANDS. — Governor-General Macquarie named the town from the fertile appearance of the plains on which it is situated.

PORTLAND, Cape, named by Flinders in October, 1798, after the Duke of Portland, then Imperial Secretary of State for the Colonies. The native name for the district is "Tebrakunna."

PORT FREDERICK.—(See Mersey River.)

PERON, CAPE, named after the offi-

cial naturalist of the French expedition of 1802 under Baudin.

PATERSON PLAINS, now Evandale and vicinity, originally so-called after Lieut-Colonel Paterson, Lieut-Governor of Port Dalrymple.

PAINTER'S PLAINS, discovered and named by Mr. J. E. Calder on his journey from Lake St. Clair to the West Coast in 1840. The name was derived from the beautiful artistic prospects disclosed to the discoverer after his arduous travel in the heavy bush lands. Mr. T. Dunbabin writes:—"Painter's Plains were so named by Calder, not so much because of the beautiful artistic prospects disclosed to the discoverer, as because of the fact that he found here some drawings in charcoal (which he considered to be of native origin, but which were, perhaps, made by convict runaways) on the sides of an abandoned hut or huts, representing two men spearing a kangaroo, a dog, an emu, etc. See H. Ling Roth's 'Aborigines of Tasmania,' page 137, and a series of articles by Calder in 'The Mercury' of about 40 years ago."

PIRATES' BAY.—(See Monge Bay.)

PIPER'S RIVER.—Discovered by Ensign Piper, one of the officers of the Yorktown establishment, in 1805, and named after himself. Ensign Piper explored a lot of the country to the westward of the settlement.

PIEMAN RIVER.—The mouth of this river had been noted by one or two of the earliest adventurers along the wild West Coast. It received its name, however (according to Mr. J. Fenton), from Pilot Lucas in 1824 (?), when he tracked an escaped convict (the notorious Pearce) from Macquarie to its banks. Pearce had been a seller of pastry and pies in Hobart, and hence the river was called "the Pieman." Captain Kelly had tried to enter the

river from his whaleboat in 1815, but failed, and called it the Retreat.

Alexander Pearce, the cannibal, was hanged at Hobart Town on July 19, 1824. His last confession, made to the Rev. Mr. Conolly, as reproduced in the Hobart Town "Gazette," does not appear to confirm Fenton's account of the origin of the curious name of the Pieman River. The first time that he escaped from Macquarie Harbour, Pearce was accompanied by seven others, of whom three separated from the party. The others were all killed and eaten in turn, except Pearce, who reached the Derwent, and was, apparently, the first white man to pass overland from the West Coast to the settled districts. He was captured, and sent back to Macquarie Harbour, whence he again escaped, with a convict named Cox. The two men travelled along the coast towards Port Dalrymple, and came, on the fifth day, to a river, which Pearce called King's River. Presumably, this was not the present King River. Here Pearce killed Cox, and, after living on the remains for a while, returned to the settlement, made signals, and was taken up by the pilot (Lucas), and confessed to the Commandant the deed he had done. (T. Dunbabin.)

PORT DALRYMPLE.—(See Tamar River.)

PRINCE OF WALES RANGE.—Named by Sir John Franklin during his trip to Macquarie Harbour. (Calder's Diary.)

PIERSON'S POINT (the Pilot Station).—This was the name given by D'Entrecasteaux during his survey of 1792, the origin being uncertain. Hayes two years later gave the place the name of Point Lewis, and James Meehan, who came to the Derwent with Bowen in 1803, having Hayes's chart, continued the use of the name. Baudin in 1802 followed the no-

menclature of his French predecessor, and so did Flinders in his map of 1814. Thus the name has remained ever since. Sprent, in 1858, for some reason called it Blythe's Point, a name which belongs to the cape just to the southward.

PERTH.—Named by Governor Macquarie.

PITTWATER.—Named after Mr. Thomas Pitt, one of the very earliest settlers in Tasmania, who had interests near Sorell. A map of 1803-4 by Mr. Jas. Meehan, shows a grant of land to Mr. Pitt and seven others on the foreshore of what is now Newton Bay, then Stainsforth's (or Staneforth's) Cove. It is curious that of the eight grantees, five had the Christian name of Thomas. Meehan's field books, which accompany the map mentioned above, describe an exploring trip which he made eastward from Risdon. He left Bowen's settlement on Thursday, November 3, 1803, and returned to Risdon on Wednesday, November 16. The notes in these books are, of course, almost purely technical, consisting chiefly of compass bearings and notes on the country, as "rough hills," "sand and scrub," "grassy valley," etc. On Friday, November 11, however, he mentions being on "a river," and refers to it as "the Iron Creek at Pittwater." It still bears the same name. The record seems to prove that in November, 1803, or two months after Bowen landed at Risdon (September 7, 1803) some settlers had gone overland and Pitt had acquired such an interest that Meehan accepted the designation of Pittwater. According to Comte de Fleurien, it was named Bassin Ransonnet by Baudin, while Flinders, in 1814, called it Shoalwater. In 1822 Evans called it Sweetwater, but Scott in 1824 reverted to the original Pittwater.

I had never before heard (writes Mr. T. Dunbabin) of Thomas Pitt as the eponymous hero of Pittwater, and the information gathered from the map and records of Mr. Surveyor Meehan has rudely upset my

preconceived notions about the very early history of Tasmania. As to Meehan's expedition to the eastward of Risdon, Flinders's map shows, according to J. B. Walker, that Meehan explored the country to the north-east of the Coal River, returning by way of Prosser's Plains and Pittwater. This I take to be his expedition of November, 1803, the records of which prove that "two months after Bowen had landed at Risdon some settlers had gone overland, and Pitt had acquired such an interest that Meehan accepted the designation of Pittwater." I failed to find any trace of any free settler named Pitt who came with Bowen. The free settlers whose names are given by Bowen were Clark and Birt, both of whom were located in the Risdon Valley, above the camp where Dr. Mountgarret also had a piece of land (according to Bowen's map). It appears, from a letter of Captain Bunker, of the Albion, that he had taken a grant of 50 acres in what he calls "Vandaman Land." Pitt may have had a grant of the same kind, but such a supposition hardly seems to fit in with the account of the origin of Pittwater. Meehan went back to Sydney in March, 1804, and, as to the five Thomases whom his map shows as having grants at Stanesforth Cove, I cannot speak, though, if Collins gave Pitt a location there, it does not seem to support very strongly the evidence of his having been established at Pittwater the year before. I may remark that Collins, writing in February, 1805, speaks of the settlers with their farms eligibly situated $2\frac{1}{2}$ miles from the town (i.e., at New Town), and says that if settlers arrived from England or from Norfolk Island he could place them very advantageously, there being a good extent of good ground in the

upper part of the Derwent. He makes no mention of any settlers at Pittwater, or of that district as an eligible place for settlement. Looking through the "Historical Records of New South Wales," I came across several mentions of one Thomas Matcham Pitt, who seems to have been a leading citizen of the mother colony about 1806. On September 22, 1806, he was one of those deputed to present an address from the Sydney settlers to Governor Bligh, and he signs two addresses from the Hawkesbury settlers, one in 1806 and another in 1807: and also an address from the Hawkesbury settlers to Governor Macquarie, dated December 1, 1810. I have not come across anything to connect him with either Pittwater or Van Diemen's Land. It is certainly an interesting point if the settlement of the Sorell district can be carried back to 1803 (further back than that of Hobart), and gives the place greater antiquity than I should have been prepared to claim for it. I had been under the impression that Pittwater was named after William Pitt, the younger, but that was only an hypothesis.

A Midlands correspondent writes:—"I have been interested in the discussion with regard to the origin of the name "Pittwater," and copy below an extract from "Lloyd's Tasmania and Victoria," a work written in 1862 by Mr. G. W. Lloyd, who was a nephew of Lieutenant Charles Jeffreys, R.N., and arrived in Tasmania with his uncle in 1820, he then being nine years old. In his dedication of his book he says: "My information on those matters which occurred previously to my arrival in 1820—or that I could not truthfully register as having witnessed individually—are, nevertheless, derived from such authen-

tic sources, that I have no hesitation in committing them to the printer's hands." The extract above referred to occurs in Chapter X., dealing with the convicts and bushrangers in the locality of Sorell, and is as follows:—The fine patch of country where these scenes occurred owes its name to the circumstance of having been in early days a perfect den of thieves, to which the attention of Mr. Pitt, the chief-constable at Hobart Town, was so continually directed that, in derision, it was called "Pitt Water." I send you this information for what it is worth, and without in any way vouching for its accuracy. I might add that the Lieutenant Jeffreys was the original holder of the Frogmore estate.

I doubt (writes Mr. T. Dunbabin) whether Mr. G. W. Lloyd's derivation of it from "Mr. Pitt, the chief constable of Hobart Town," is correct, though it is more feasible than the theory that Meehan named it after one of the leading settlers in 1803. "Lloyd's Tasmania and Victoria" is interesting, but very loosely and inaccurately written in parts, though, as the author lived for many years on Midway Point (Frogmore) he had good opportunities of acquiring local knowledge. The patch of country of which he speaks in chapter X. appears to be that about Orielton, and from the context one would suppose that the author places the origin of the name in the twenties, as the whole chapter deals with happenings occurring after the year 1820, or thereabouts. and mainly later than 1825. As an example of Lloyd's inaccuracy, it may be pointed out that he gives as what purports to be Jeffries' confession a composite story, made up of the stories of Jeffries himself and Alexander Pearce, with various touches

which are apparently of his own invention. In his accounts of bushrangers and convicts at Sorell are various statements which I have not been able to get confirmation of, and some of them, some of the dates for instance, appear to be wrong, being inconsistent with other dates which he gives. Another correspondent writes interestingly with reference to the same district, as follows:—"James Gordon, who resided at Pittwater as early as 1812, was the one to name the locality, as also Richmond. He married Elizabeth Arndell, who lived on the Hawkesbury (N.S.W.), and I found they had Richmond and Pittwater there, and, also, he came from Forcett, a small place in Yorkshire. Forcett is named after the home of Mr. James Gordon, often spoken of as Captain Gordon."

Re the origin of the name of Pittwater (writes Mr. Thomas Pitt), my grandfather, Richard Pitt, arrived in this colony in 1804 with his friend and Devonshire neighbour, Lieutenant Collins. The reason his name does not appear on the list of free settlers is that he joined the expedition after the official list had closed, as did several others, having heard of it while on the continent. He afterwards became chief constable. The name Pittwater was given at his instance in commemoration of a sheet of water of that name that faced his paternal home. (The compiler, in offering all this concerning Pittwater, can only say that Meehan's map of November, 1803, clearly shows that Pittwater was a recognised locality at the time, which was several months before Collins and Richard Pitt arrived in the colony.)

PILLAR CAPE.—It was called "Zud Cape" by Tasman. Its present name was given by Cox, who was followed by

Arrowsmith and modern cartographers.

PORT ARTHUR (native name "Pre-maydena," which is preserved in the settlement of that name on the southern shore of Norfolk Bay). It is difficult to determine who first discovered the famous bay, but, probably, it was first accurately charted by one of Governor Collins's officers, during the early days of the Hobart settlement. The name was generally adopted when, in 1830, Governor Arthur abandoned Macquarie Harbour as an ultra-penal settlement and transferred its prisoners to Port Arthur. The name of the Governor was given to the new settlement by common acclaim. Governor Arthur cherished the ambition of making Port Arthur the seat of Government. The famous settlement was finally abandoned in 1877, while Sir Frederick Weld was Governor of Tasmania.

In the possession of Mr. W. L. Williamson is a copy of the "Hobart Town Courier" of November 17, 1827, containing an interesting reference to Port Arthur. This was, of course, long before the days of the famous penal establishment, and it was known, in very casual sort of way, as "Stewart's Harbour." The paragraph referred to sets out that Captain Welsh, of the sloop Opossum, while on his way to Hobart, from Maria Island, called in at "Stewart's Harbour." This is described as being "between Cape Pillar and Cape Raoul." Captain Welsh went ashore and found that there was some good ground and timber, with water. He reported a good anchorage. At that time one part of "Stewart's Harbour" was called "Safety Cove." The paragraph does not make clear precisely how much of what is now Port Arthur was called "Stewart's Harbour." There is a portion of Port Arthur that is now

charted as "Stewart's Bay," and it is not unlikely that this was the original "Stewart's Harbour." There is a bay close to it now charted as "Opossum Bay." This may conceivably be named after the very vessel referred to in the par. under notice.

PEARSE MOUNT.—Named after J. Pearse, first governor of the V.D.L. Co.

PENGUIN ISLAND (Adventure Bay) was so named by Furneaux, but D'Entrecasteaux changed the name on the occasion of his visit in 1792 to "Ile aux Monchots," in honour of the author of the "Histoire Naturelle." Flinders could not admit the correction, so that his journal has Penguin Island. In the chart of Cook, the tongue of land forming the southern extremity of Adventure Bay, near Penguin Island, is named Groups Point and Point de l'Herbe, but both names have been long forgotten.

PRIMROSE POINT.—First observed by D'Entrecasteaux, who called it Point Renard. All the old geographers use this name except Arrowsmith (1842), who called it Point Reynard. It is nearly always omitted from later maps, but appears now as Primrose Point on Australian maps, Point Renard on French maps, but it is not charted by the British Admiralty.

PORT CYGNET.—This, according to Comte de Fleurieu, is "Port de Cygne" (Swanport) having been so named by D'Entrecasteaux, and is so translated by Flinders. Hughes revived the present name, which has been preserved on all modern maps, no doubt to avoid confusion with other Swanports on the Tasmanian coast.

PEBBLY POINT.—Named Point de Gallets, by Baudin, but Arrowsmith, in

1834, gave it the present name. The French maps do not chart it.

PRESERVATION ISLAND, Bass Straits, got its name at the same period as Clarke Island (1797) from the fact that those who escaped after the wreck of the ship Sydney Cove took refuge there, and sustained themselves on mutton-birds and such indigenous fare until the assistance for which the supercargo Clarke went came from Sydney. (T. Dunbabin).

PENGUIN.—Mr. Ronald Gunn often spoke of the name of "Penguin Creek," from which the name of the present village of Penguin is derived, as being one of numerous errors made by the Survey Department in early days. The creek got its name from what was locally known as "Penguin Point," a little projection on the coastline, where the jetty now stands. The true "Penguin Point," Mr. Gunn said, was the promontory with adjacent rocky islets, about four miles to the west of the present town of Ulverstone. Here, penguins and other sea birds are found in great numbers (T. Stephens). "As I believe I was the means of the name of Penguin being adopted for the town, and eventually the municipality," writes Mr. C. Webster, "I am just jotting you a few lines to help your very interesting work of nomenclature. The port or harbour formed at the mouth of Penguin Creek (which divides the town proper) was called by shipping masters, etc., Penguin Creek, and there seemed to be no other name for the settlement, unlike every other settlement on the coast, which all have two names. Some 25 years ago I was (as I am now) a press correspondent, and decided to head my correspondence 'Penguin.' I kept this up until the several papers I wrote for

finally adopted the name, but some years elapsed before the postal officials followed suit, and gave the name official recognition. There seems to be some doubt as to Penguin being its original or proper name, or who gave it its name. There is a creek two miles west of Penguin called Sulphur Creek, which it is said is the real Penguin Creek, and vice versa. Sulphur Creek is said to have been so named because of some sulphurous-looking rocks near its mouth, and this applies to Penguin Creek to-day. Penguin Creek was so named on account of its being a favourite haunt of penguins, and this applies to Sulphur Creek."

PRESERVATION BAY (N.W. Coast).—This is a fine sandy bay about midway between Penguin and Sulphur Creek, and said to have been so named by an early navigator, probably Bass, who put in there for water when sorely needing it. The mouths of the adjacent creeks would not be noticeable from the sea, and there was and is to-day a small stream of splendid water emptying into the bay (C. Webster).

PAVILION POINT.—After Government House was built the name of Government House Point was adopted, but the other name was more popular. It was originated from the regattas which were held in the river, and which were viewed from the Point (Thos. Sheehy). Mr. G. Wk. Rex states that in his youth there was a pavilion on the point, which was used for flower shows, etc., and thus the name was gradually acquired by the point.

PETCHY'S POINT.—This Point in the Derwent (writes Mr. Thos. Sheehy) may have reference to the sad drowning of William Petchy at a regatta—and the latest held at Pavilion Point. As

a boy I well remember being at two regattas at Pavilion, and at the last one I remember the fuss made about holding future regattas at Pavilion Point and about "broken bottles." The sad drowning of poor Petchy I well remember. It was impressed on my mind because of the fact that his body was the first of a drowned person that I had seen brought ashore.

QUAMBY BLUFF. — Said to have been named from the aboriginal word, which means "mercy," from the fact that a pursued native fell on his knees on the spot, and exclaimed "Quamby! Quamby!"

RISDON COVE, named in 1794 by Captain John Hayes. Bass (1798) and Bowen recommended the spot as the most suitable for a settlement. Lieutenant J. Bowen actually formed a settlement there (September 7, 1803), calling it Hobart, after the Secretary of State for the Colonies; the remains of which are still existing, but a few months later Lieutenant-Colonel David Collins, who had been appointed to succeed Bowen, removed the settlement to the present site of Hobart, then known as Sullivan's Cove. An obelisk marks the landing place of Bowen at Risdon. Hayes called it after a Devonshire family which had already given its name to a Gloucester village. Mr. Thomas Dunbabin writes:—"George Bass, Flinders's companion in the voyage of 1798, recommended the head of the cove as the most suitable place on the Derwent for a settlement (Collins "Account of New South Wales," Vol. II., p. 185). Flinders appears to have been disappointed with Hayes's Risdon River, which he says "turned out in the morning to be a small cove which has a run of water into it in wet weather. The tide

flows into it at other times, but at low water it is nearly dry" ("Historical Records of N.S.W." III., p. 809). In the introduction to his "Voyage to Terra Australis," also Flinders speaks of the insignificance of the little creek, which even his boat could not enter, and at which he could barely manage to fill his water-casks. It is only partially true that Col. Collins "removed the settlement to the present site of Hobart, then known as Sullivan's Cove." Collins was appointed to found a settlement at "Port Phillip in New South Wales." He decided to give up the attempt, and removed to the Derwent, and after looking at Risdon, decided to found another settlement at the head of Sullivan's Cove. He did not interfere with the "Governor of Risdon Creek" (v. Knopwood's Diary) in his command until May 8, 1804 (nearly three months after his arrival) when, under orders from Governor King, he took over the direction of the Risdon settlement. Most of those who came to Risdon with Bowen went back to Sydney with him, the net balance remaining in Van Diemen's Land with Collins (Walker, p. 54). Is it certain that Hayes called Risdon after a Devonshire family which had already given its name to a Gloucester village?" Walker says:—"It is said that Risdon Cove and river were named after one of the officers of the ship, but this I have not been able to verify," and adds in a footnote:—"Mr. Justin Browne informs me that Risdon is a name borne by a county family of Devonshire, and that it occurs also as a place name in Gloucestershire." Hayes's papers might settle the question, but, so far as I know, they have not yet been recovered." Although the point as to whether the name was Risdon or

Restdown is controversial, there can be little doubt that the former is correct. Fenton places little credit on the Restdown theory. A map by James Meehan, of 1803-4, marks the Cove "Risdon." That was inside seven months of Bowen's landing.

RECHERCHE (port), named after one of Commander D'Entrecasteaux's two exploring ships in 1792. Sometimes erroneously called Research. The aborigine name for the place was Leillateah. (See Esperance.)

ROCKY CAPE, so called for its forbidding appearance by Flinders in 1798, when he, with Bass, first sailed through the Strait between Tasmania and the mainland.

RALPH'S BAY, according to Comte de Fleurieu, was discovered in 1793 by Williaumez, one of the officers of D'Entrecasteaux's expedition, when ascending the Riviere du Nord (the Derwent), and was named "Double Bay." "It was only the following year that Captain Hayes gave it the name of Relph's Bay. On Flinders's first map of June 16, 1800, it is marked by Hayes's name, but in 1814, having then the map of Beautemps, he replaced on his map the original name of Double Bay. It was Evans in 1822 who revived the name of Ralph, and he was followed by Scott, but the French appellation reappeared on the Admiralty maps of 1825. Cross, in 1829, undertook to rearrange the name, and called the northern portion Ralph's Bay, and the bay to the south Double Bay, although in these circumstances the latter would be only a single bay. He was supported by Arrowsmith, but Frankland in 1839 returned to the use of calling both bays Ralph. They received again the name of Double Bay in the Nautical Instructions of

1843, and the Tasmanian 'Gazette' in 1877 called it 'Ralph's or Double Bay.' Hayes had won the game!"

ROSS was proclaimed a township in March, 1847, but is one of the very early sites for a township selected in Tasmania. It is difficult to find out when it was first settled, but a plan, dated 1833, and now in the Lands Office, shows the township laid out in streets. The names of these streets betray the influence of some who were interested in Britain's wars. One street is Wellington, on the 1833 chart; another Trafalgar, and so on. It was used in the early days as a military post, and the old guard-house and commissariat buildings still stand on the township side of the bridge over the Macquarie River. The bridge is a very fine piece of stonework, having three spans. It was built by convict labour in 1849, and the main stones are profusely ornamented by sculpture. It is generally understood that the name was given in honour of Dr. James Ross, LL.D., who, in 1827, was proprietor of the newspaper "Courier," published in Hobart Town. Mr. T. B. Blyth supplies the following:—"The township of Ross (he believes) was named after the poem, 'The Man of Ross,' which describes a benevolent man in the following verse:—

"Who taught yon Heaven-directed spire
to rise?

'The Man of Ross,' each lisping babe
replies.

Who portioned maids, unfriended or-
phans blest,

The young who labour, and the old
who rest?

"Old residents called it Ross bridge, and it had a publichouse, called 'The Man of Ross.' The River Macquarie

flows under Ross bridge, so, possibly, Governor Macquarie, who was a Scotchman, had something to do with the naming of 'Ross.' " (L. Hall.)

RIANNA.—Part of the native (Oyster Bay and Pittwater tribes) name for dance (Dr. Milligan). Also used by the same tribes (as written) to denote "white man." According to Jorgenson, however, the name for white man was "numeraredia."

ROLAND MOUNT.—Named after Captain Rolland, who, in attempting to get to the coast inland from Quamby's, was repulsed by the Mt. Roland range. Spelt "Rolland" correctly in 1827 in old records. (R. S. Saunderson.)

A correspondent some little time ago gave an account of Mt. Roland's history (writes Mr. T. Stephens) which is very interesting to me, but differs slightly from what I have hitherto regarded as the true version. I once had in my possession a map of Van Diemen's Land, published in London about 1828, in which this noble mountain is named "Rolland's Repulse," and old colonists told me that it was so called after a certain Lieutenant Rolland, who tried to climb it from the neighbourhood of the present town of Sheffield, but failed. I regret that this map has disappeared, and I have no duplicate. That the name of the explorer was not Roland but Rolland is beyond doubt. When I first visited the locality many years ago the local name among the early settlers was "Rollingses."

ROBBINS ISLAND.—Named after Lieut. Robbins, of the colonial schooner Integrity, who did much work on the north coast.

RUNNYMEDE.—It was somewhere in the late forties that the present set-

tlement of Runnymede received its name. In former years it was called Brushy Plains. A rivulet of that name (charted on the map of Tasmania) still preserves to us the old appellation, and shows the locality of Runnymede on the Tasmanian map. A few notes on the early history of Runnymede will be necessary at this stage. Its birth was marked by a soldier's grant of a few hundred acres, of which the late Mr. Charles Octavius Parsons became the next possessor. This gentleman made the full complement of the estate up to approximately 13,000 acres. The late Mr. Askin Morrison was the next purchaser, and to that gentleman the alteration of name from Brushy Plains to Runnymede is due. Whether it was called after his vessel, the Runnymede, which traded in Tasmanian waters as late (as far as I have any authentic record) as 1872, bringing to Hobart in that year the first Shropshire sheep—two rams and six ewes—that ever crossed the equator, so it is said, or vice versa, I am unable to fully verify. Perhaps some reader may be able to settle the matter. Immediately upon Mr. Morrison giving the new name to his property the surrounding district adopted it. (W. J. Rowlands.) Mr. John Cotton writes that the barque Runnymede was built a long time subsequent to the acquisition of the estate by Mr. Askin Morrison.

Mr. Rowlands states in a note on Runnymede that the place, originally called Brushy Plains, got its present name from the late Mr. Askin Morrison, and that the change was made somewhere in the late forties. I am informed (writes Mr. T. Dunbabin) by Miss Parsons, whose family lived at Runnymede at a very early date, that the place was called Runnymede before

1840, and certainly long before the property was sold to Mr. Morrison.

RAOUL CAPE—It was so called after the pilot of D'Entrecasteaux expedition. Flinders, not knowing of the French survey, called it Basaltic Cape in 1798. Subsequent geographers gravitated between the names, sometimes using both, but to-day the original name has been universally adopted. Australian maps have even given to a neighbouring hill the name of Mount Raoul.

"In 1814 Flinders very honestly (writes Comte de Fleurieu) replaces on his map the name of Raoul, stating that he gave up the name of Basaltic. This notwithstanding Scott, Cross, and Arrow-smith chart it as Raoull or Basaltic." There can be no doubt, however, that Raoul is the only true and correct name.

REYNDASTON. —This name, I have been told, means "mouth of the hole," and was given to the place by the late Charles Meredith, the reference, of course, being to the tunnel. The local, or old, name for the settlement—Flat Top—is surely undeserved, though one of the remoter ranges is certainly flat-topped. Perhaps the overlanders from Oatlands used the name when crossing from the penal station there to the one at Richmond.

RIEDLE BAY (Maria Island).—Named by Baudin after the botanist of his expedition, who died at Timor on October 21, 1801. Aneslane Riedle, of Augsburg, was buried beside David Nelson, botanist to Bligh, on his expedition to the South Seas. Baudin erected a monument, which bears a touching inscription to the memory of both botanists.

ROCKY BAY.—This (writes Compt de Fleurieu) is really the Bay of Rocks

of Labillardiere. This writer, who was the historian of D'Entrecasteaux's expedition, calls it Southport. Rocky Point was at the south entrance of Recherche Bay. It is now called Point Arthur.

ROSEVEARS. — Named after Mr. Rosevear, who had a farm close to the inn which was originally built there.

REFUGE, or HAZARD, ISLAND (inside Freycinet's Peninsula).—It owes its name to the circumstance that one of Baudin's boats took refuge there in 1802. Baudin called it refuge, and the alternative name appeared for the first time on the charts of 1832.

RUSSELL'S FALLS.—There is no certain history of the origin of the name, but old colonists used to say that Russell was a member of an exploring party who followed up this tributary of the Derwent in search of a crossing place, but could find none until he came to a point where the river was crossed by a rocky bar, over which the water rushed in a sort of cascade. Here he is said to have effected a crossing, and after exploring the adjacent country, to have returned to his party with a report of his proceedings, and the place became known as Russell's Falls. The falls are about two miles from Fenton Forest, and when Captain Fenton, the first settler in the district, was planning a watercourse or irrigation channel to his homestead, his engineers selected the spot as the most suitable one for damming the river, and obtaining a sufficient head of water to supply his reservoir. This work is mentioned by Major Cotton in his paper on "Irrigation in Tasmania," written about 1840, and he speaks of it as one of the best expedients for obtaining a good supply of water from a river. The locality is

roughly indicated in Frankland's map of 1839, and Sprent's map of 1859. The term Russell's Falls River appears for the first time in the present map of Tasmania, published in 1883. The beautiful waterfall, now called Russell's Falls, was discovered about 1856 by a settler named Browning, who had taken up a block of land in the neighbourhood, and it used to be always spoken of as "Browning's Falls." Who is responsible for pirating the name of the true Russell's Falls, seven or eight miles lower down the river, and bestowing it on a waterfall, which is not on the Russell's Falls River at all, I do not know, but the error should be corrected before it is too late (T. Stephens).

STORM BAY, received its name from Tasman in 1642 because of a N.W. gale which he encountered on arrival. He was driven out to sea, but some days later got in again, and anchored off Green Island (Forrestier's Peninsula).

STORM BAY PASSAGE. — Now known as D'Entrecasteaux Channel (in the S.W.). Captain Hayes, unaware of the French commander's previous examination and nomenclature, so called it in 1794.

SULLIVAN'S COVE, the original name of the site of Hobart, named by Governor Collins after the Permanent Under-Secretary of the Imperial Colonial Office. (See Hobart and Risdon.)

STAINSFORTH'S COVE. — The name given to New Town Bay by Hayes during his exploration of 1794, and it seems to have been known by that name for some time after Collins had founded the settlement at Hobart. The Lieut.-Governor established the Government farm at Cornelian Bay, and assigned to the free settlers land around the head of Stainsforth's Cove. Later on these set-

tlements acquired the name of New Town in contradistinction to the original settlement at Hobart Town. On an old map by Mr. James Meehan, assistant - surveyor to the Surveyor - General, made between October 16, 1803, and March, 1804, the name is spelled "Staneforth's Cove." This map is in the possession of the Lands Department. It shows eight blocks of land surveyed at the Cove and in the following names: —Thos. Littlefield, J. Dakers, J. Blinkworth, — Cockerell, Thos. Pitt, Thos. Preston, Thos. Hayes, and Thos. Issell. (See note on Pittwater.)

SHIPWRIGHTS' POINT, a name given to a point 10 miles up the Huon, near Geeveston, because of the many ship-builders who had established yards there.

SWEERS ISLANDS, named by Tasman after a member of the Dutch East India Company's Government. "The Sweers Islands of Tasmania are (writes Mr. Thos. Dunbabin), according to Walker, 'some of the high headlands and mountains about Port Davey' (p. 130). In Tasman's sketch map they appear a little to the west of the Maatsuyker Islands, so that they could hardly be so far west as Port Davey, but in any case Tasman seems to have been wrong in calling them islands."

SCHOUTEN ISLAND, discovered by Tasman in 1642, and named by him after a townsman of his of the Hoorn, who was later a member of the Dutch Council of Batavia. Schouten, in 1610, was the first sailor to round Cape Horn. According to Milligan, the aborigines called the island "Tigganamarraboona."

"With regard to Schouten, he was a native of Hoorn, in Holland, and is best known for the voyage which, in 1616, he made with Le Maire round the Cape, which was named after his native town, and which the English call Cape Horn. 1

am not, however, certain that this is the same Schouten who was a member of the Council of the Indies at the time of Tasman's voyage."—(T. Dunbabin.)

SORELL HARBOUR, known to the early settlers as Yorktown, or "First Western River." This name, it is believed, was given it officially by Captain James Kelly in 1815, but as Yorktown had been in existence for many years then, it is probable that he merely adopted the popular designation. In 1817 it was given its present name after Governor Sorell, who arrived to assume control of the colony in April of that year. Its native name was "Panatana." (See Supply River.)

SUPPLY RIVER, a tributary of the Tamar. It was given the name from the fact that the early Port Dalrymple settlers used it as a source of water supply. Walker suggests that the name of Supply River was given to Port Sorell. He says ("Early Tasmania," page 121):—"In January, or early in February, 1805, the schooner Integrity was despatched by Governor King to examine a port situated to the westward of the Tamar, presumably Port Sorell, which had been discovered by Surgeon Mountgarrett and Ensign Piper, and by them named Supply River."

SURPRISE RIVER, discovered and named by Mr. J. E. Calder in 1840 while on a journey from Lake St. Clair to the West Coast. Mr. Calder (who was a government surveyor) writes in his journal of the trip to Macquarie Harbour:—"Here our track necessarily passes another stream, which I most unexpectedly encountered, and to which I, therefore, gave the name of 'Surprise River.'"

SCOTTSDALE.—The district was originally known as "Scott's New Coun-

try," after Mr. James R. Scott, Government surveyor, who was one of the first, if not the very first, Government officials to traverse the district 50 or 60 years ago. It was, after a time, called, and will always, I suppose, retain the name of Scottsdale. Mr. J. R. Scott was so much impressed with the volcanic soil in the north-east that he selected a large area locally known as Legerwood, after the particular port of Scotland from which he hailed. (Robert Winter).

SWAN ISLAND, the name given by Flinders in 1799. It has always been so marked on all maps.

SOUTH ARM.—The native appellation is "Reemere."

ST. PATRICK'S HEAD.—Named by Captain Tobias Furneaux, of the ship *Adventure*, in 1772. It has always been so marked, but the origin of the name is apparently an arbitrary choice. It was sighted by Flinders when, with Bass, he made his famous voyage of circumnavigation.

SIR JOHN FALLS.—On a tributary of the Gordon River, named after a visit by Sir John Dodds (Chief Justice) in honour of that gentleman.

SIMPSON'S POINT.—This was called Point de Riche by D'Entrecasteaux. Hayes called it Proctor's Point. Frankland called it "Simpson or Riche" Point, while Sprent (1858) marked it as Simpson's Point on his chart.

SARAH ISLAND (Macquarie Harbour).—Named by Captain Kelly in 1815, after Mrs. T. W. Birch, of Hobart.

SPRING BAY.—Discovered by Baudin, and named Port Montbazin. The French name was retained by Arrow-smith (1822), Krusenstein (1824), the Admiralty (1825), while Scott, in 1824,

gives the name of Prosser's Bay to the entrance communicating with Port Montbazin. Cross, in 1829, calls it Fitzroy Harbour, and Arrowsmith's charts of 1832, 1834, and 1842 call it Port Montbazin or Spring Bay. The same variety of nomenclature is observable on subsequent charts, but at the present day all cartographers use the name Spring Bay. (Comte de Fleuriou.)

Mr. E. Meredith, in his memoir of George Meredith, one of the first settlers on the East Coast, quotes a correspondent who states that Spring Bay was so named from a kangaroo dog called Spring, belonging to George Meredith. The story given is that one of a sealing party, which Mr. Meredith, then living near Swansea, was sending to the Straits Islands, stole the dog and carried it off in the boat, and that Mr. Meredith caught the party up, when they were spending the night ashore at Spring Bay, and recaptured the dog. The date of this incident seems to have been in the twenties of last century. It may be remarked that Spring Bay seems rather far to the south for a boat bound from Swansea to the Straits to put in at. Montbazin, after whom the bay was originally named, was a member of Baudin's expedition.—(T. Dunbabin.)

Mr. John Cotton writes: — "I think the origin of Spring Bay given to the present Triabunna by E. Meredith is incorrect. I think it more probable that the name was chosen because a remarkable perennial spring of spa water which exists on the eastern shore about half a mile from the entrance, and a short half-mile inland; or, perhaps, on account of another permanent spring of good, fresh water which is found near the water's

edge on the western shore, nearly opposite the former, and at which whale ships and others used to replenish their water tanks. The George Meredith referred to was the eldest son of the late Mr. George Meredith, formerly of the Royal navy, a Welshman by birth, and one of the earliest settlers in Great Swanport, and who, I think, gave the name of Glamorgan to the county and Swansea to its chief township, a military post in the early days. Both this gentleman and his son engaged in sealing pursuits, a lucrative industry in those days, but they quarrelled, and started independently. The elder built a top-sail schooner on the banks of the Meredith River, and called her the Independent. The younger built one for himself, which he named the Defence. Of her subsequent history I have no record, but the old Independent was for many years well known in the East Coast trade under the command of the late Captain Thos. Furlong, and finally laid down her bones on South Brun. The younger George, in the course of his many wanderings, found himself on the shores of St. Vincent's Gulf at what is now Glenelg, where, one Sunday morning his whale-boat hauled up, he was sitting on the bank reading the Bible, when some natives silently approached from the rear and clubbed him to death. I had these statements many years ago from a reliable source. Some one of your many readers may be able to correct me if I am in error.

SURREY HILLS.—Named by Hellyer, February, 1827. He wrote:—"The plains, or, rather, hills, from the south of the peak (St. Valentine's) I call from their great extent and importance Surrey Hills, which name I here cut upon a large, conspicuous tree, the

country being about the same distance inland as that country in England." (A. K. McGaw.)

STRAHAN.—Named in honour of Sir George Strahan, who was Governor of Tasmania from 1881 to 1886.

SORTIE, CAPE DE LA (Bruny Island).—It was named by D'Entrecasteaux, but Count de Fleurieu holds that it is wrongly placed on the charts of to-day. The evidence is clear that the French commander gave the name to the eastern point (now charted as Point Kelly), and not to the point on the river side of the Island. The name is preserved by Flinders in 1814; called Green Point, or "Get-out," (the latter being a translation) by Scott in 1824, "Get-out" by Arrowsmith (1833), and Frankland makes it "de la Sorte" in his book of 1841. Sprent adopted the same designation in 1858. "Through all these changes," says Count de Fleurieu, "the cape is described as the very large one on the east, while all your charts place it at the entrance to the Derwent."

SORELL was so called after Lieutenant-Governor Sorell, in whose time (1821) the official foundation of the township took place. Before that the whole district was called Pittwater, but this name has since been displaced by that of the township, which has become the name of the district at large. Sorell took a great interest in his namesake, and there is a local legend that he thought of removing the capital of the island to it.—(T. Dunbabin.)

SOUTHPORT is the Bay de Moules of D'Entrecasteaux, called Mussel Bay by the first English geographers. It will be observed that this is a mere translation. All maps use the name

Southport. Southport Lagoon was called Ormiers Cove by D'Entrecasteaux.

SLOPEN ISLAND—Discovered by D'Entrecasteaux in 1792, and by him named The Frederic Henri, or The St. Aignon. In the second edition of Flinders map (1800) it appears as Sloping Island, and in spite of some later attempts to re-establish its first name, it is now known as Slopen on Australian charts, and Sloping on the English and French. "It is called Sloping Island on the Admiralty maps, and was called St. Aignon, after one of his officers, by D'Entrecasteaux, on his map. Since then it has been variously called Sloping, Slopen, Storing, and St. Aignon." (Comte de Fleurieu.)

SWANSEA—See Mr. John Cotton's reference in the article on Spring Bay.

STANLEY—Mr. Park, of the Education Department, has suggested to me the following as the possible derivation of the name Stanley. Amongst the settlers in the Circular Head district was John Ford, of whom there are still many descendants and relations in the district. This John Ford married a sister of Lord Stanley, and Mr. Park thinks that the name of Stanley may have come from that of Lord Stanley. The promontory was called Circular Head by Flinders as a result of the voyage of 1798. Perhaps some north-western reader may have some information as to when the name Stanley was first used, and how it came to be used. "Lord Stanley was Secretary of State for the Colonies in the forties of last century; it would be interesting to know if it was at this period that the name of Stanley was given to the settlement at Circular Head." See "Circular Head." (T. Dunbabin.)

SAINT VALENTINE'S PEAK.—So named by the discoverer, Mr. H. Hellyer, who ascended it on St. Valentine's Day (Feb 12), 1827. The natives called it "Natone."

SAINT AIGNON, Isthmus (Bruni Island).—So named by the D'Entrecasteaux expedition in honour of one of its officers, who waded ashore there. (See Isthmus Bay.)

SURVILLE CAPE (Yellow Bluff).—Named by Baudin's expedition in 1802.

The identification of Cape Surville with the Yellow Bluff (writes Mr. T. Dunbabin) does not seem to be correct. The name of Surville was given to the cape just north of Monge (now also called Pirates') Bay, and not far from Eaglehawk Neck, while the Yellow Bluff is miles away to the northward or north-eastward, not far from Wilmot Harbour, otherwise, and more commonly known as Lagoon Bay. Peron says that the name Surville was given to the cape in memory of the "unfortunate" French navigator of that name, who visited New Zealand in 1770, and was soon afterwards drowned in the surf at Callao, on the West Coast of South America. Who gave the name of the Yellow Bluff to the other place, or its curious name to the adjacent Humper's Bluff, I cannot undertake to say; presumably the first name was suggested by the colour of the bluff, and the second by the shape.

TABLE CAPE, discovered and named in 1798 by Flinders and Bass.

TAYLOR'S BAY was discovered by D'Entrecasteaux, and named "La Grande Anse," which means "The Great Cove." In 1794 the Duchess, Hayes's second ship, called it "Ray Taylor's Bay," and Flinders "Taylor Bay." The Baudin expedition an-

chored in "La Grande Anse," and re-established the French name. Flinders in 1814, Evans and Arrowsmith in 1822, and the Admiralty charts in 1825 used the name of "Great Cove" only, but Cross (1829) and Arrowsmith (1832-1842) called it "Great Cove or Taylor's Bay." Hughes, in 1837, decided for "Taylor's Bay," but his innovation was not followed, as the chart of 1843 endeavoured to restore the name given by D'Entrecasteaux, the bay becoming, on all maps, "Great Cove, or Taylor's Bay." Sprent in 1858 found means to please everybody without overloading the charts, by combining the French name "Great," Hayes's name "Taylor's," and adding "Bay or Cove." We have thus "Great Taylor's Bay," which is now used in all the maps. (Comte de Fleuriu).

TAMAR RIVER (Port Dalrymple).—Discovered and given the latter designation by Flinders, who, with Bass, in the sloop Norfolk, entered Low Heads on November 3, 1798. Flinders describes the discovery in the introduction to his Voyages, and states that he saw the opening in the land at 2 o'clock in the afternoon. It was on this voyage that Flinders and Bass sailed through the Bass Straits, and determined that Tasmania was an island. The navigators circumnavigated the island. They left Port Jackson on October 7, 1798, and returned to that port in January, 1799. When Flinders reached Sydney he recommended Governor Hunter to give the Northern Tasmanian river the name of Port Dalrymple, after Mr. Alexander Dalrymple, the Admiralty hydrographer. Flinders spent two weeks and two days in exploring the river, which he ascended as far as Shoal Point. He gave names to

"Green Island, West Arm, Middle Island, Whirlpool Reach, Swan Point, Long Reach, Point Rapid, and Crescent Shore" (Fenton). The natives called the river "Ponrabbel." The harbour retained the name of Port Dalrymple in all official despatches until November 4, 1804, when Lieutenant-Colonel Wm. Paterson, having been appointed Lieutenant-Governor, arrived at the port in H.M.S. Buffalo. The Lady Nelson, and the schooners Francis and Integrity, which were consorts of the Buffalo on this memorable occasion, arrived later. A delay of several days occurred before Paterson could land his expedition, which he did on November 11, at Outer Cove (now George Town). In December, Paterson explored the river up to the present site of Launceston, and went up the South Esk to near Evandale. He then formally gave the river the name of the Tamar, after the birthplace in Cornwall of Governor King.

TARANNA.—Native name for kangaroo (or, according to some authorities, bandicoot), bestowed on the locality because of the great number of these animals observed there in the early days.

TASMAN'S PENINSULA.—This was named Tasman's Island by D'Entrecasteaux, in honour of the Dutch navigator. It was variously called "Tasman," "Baudin," and "Pillar" Island, the latter by Arrowsmith. Its modern name was given by Cross and Frankland.—(Comte de Fleurieu.)

TYENNA.—According to Dr. Milligan, the native (southern tribes) name for bandicoot was "Tiennah," or "Tenghanah," and Tyenna is probably a euphonious corruption.

TASMAN'S ISLAND was named by Baudin.

TASMAN'S HEAD (Bruni Island) is called Tasman's Cape in Cook's chart. Both D'Entrecasteaux and Baudin, however, adopted Tasman's nomenclature, and called it Cape Boreel, the Dutch navigator having become confused as between the Friers and the rocky shore.

TEA TREE was first distinguished as the Tea Tree Brush, and was so spoken of because the men used to go out there and gather the leaves of the ti-tree for tea. My grandmother told me this when I was driving her through. (Anonymous.)

THOIN BAY.—See Wineglass Bay.

TAILLEFER ISLETS, off Schouten Island.—Named by Baudin. Frankland and Sprent spelled the name "Tuillefer," but Evans and later geographers retained the correct orthography. (Comte de Fleurieu.)

Mr. H. M. H. McArthur writes.—"Taillefer Islets (off Schouten Island) were named after M. Taillefer, surgeon of the Geographe, Commodore Baudin's ship."

TASMANIA.—Discovered in 1642 by the Dutch navigator, Abel Tasman, in the small ships Heemskerck and Zeehæn. The former was about 200 tons burthen, and had a complement of 60 men only, and the Zeehæn 50 men. Tasman was in supreme command, and he had Ide Tjercxssoon as skipper of the Heemskerck, and Gerrit Janssoon in a similar position on the Zeehæn. Frans Jacobssoon, or Zisscher, a man who had already earned fame as a navigator, having made charts of several eastern coasts and seas, sailed on the Heemskerck with Tasman as pilot-major, but,

in the event of Tasman's death, Ide Tjercxssoon was to assume command. The vessels sailed from Batavia on August 14, 1642, and, sailing by Sunda Strait and Mauritius (where extensive repairs had to be effected to both ships), arrived off the Tasmanian coast near Macquarie Harbour on November 24. Flinders subsequently named Mounts Heemskirk and Zeehan to indicate the first (approximate) land sighted by Tasman. As Tasman did not leave Mauritius until October 8, and sailed into a very high latitude—49deg. 4sec. south—the easting was run down in remarkably smart time. Indeed, the two cranky old ships established quite a reputation for sailing, having run from Batavia to Mauritius in 22 days. Tasman sailed along the southern coast of the island, naming several points and islands, and, but for a north-westerly gale, would have anchored in the Derwent. He was, however, driven southward out of Storm Bay, and, making north again, rounded Cape Pillar, and anchored in what is now known as Blackman's Bay. (See "Blackman's" and "Marion" bays.) On December 3, 1642, the ship's carpenter swam ashore, and planted the Dutch flag. Tasman left again next day, and after sailing along the east coast as far as St. Patrick's Head, steered eastward, and reached New Zealand nine days later, on December 13. Tasman, as is well known, called the island Antony Van Diemensland, after the Governor-General of the Dutch East Indies. The island retained the name given it by Tasman until 1855, when, by official notice in the Hobart "Gazette," it was renamed after its illustrious discoverer.

TIBERIAS LAKE.—Said to have been named by the officers of one of the early Imperial regiments stationed in Tasmania, while on the march, and in

memory of Palestine, for which country they had been serving. It is really a big marsh, and at the present time a proposal is on foot to use the marshland for the purpose of growing hemp for commercial purposes.

THREE HUT POINT (D'Entrecasteaux Channel).—Mr. John Charlton writes:—"I once met John W. Graves at Three Hut Point, so named because the first buildings put up there were a police court, watchhouse, and constable's hut. J. Graves wrote on a wall there, that 'Toonawenna' was the native name of the locality."

TALUNE HILL.—On Bruni Island, opposite Woody Island. This is the native name, and is pronounced as with three syllables (John Charlton).

ULVERSTONE (PORT FENTON).—The name of the port was bestowed in honor of Mr. James Fenton, the historian, who was the first settler in East Devon, going there in 1840.

VAN DER LYN, PENINSULA, the original name given to Freycinet Peninsula in 1643 by Tasman after a member of the Dutch East India Council of Government. (See Freycinet Peninsula.)

VALE OF BELVOIR.—Named by J. Fossey, surveyor of the V.D.L. Co., in 1827.

VALLEY OF RASSELAS.—Said to have been named by Mr. Surveyor Wedge, the name having been suggested by a perusal of Dr. Samuel Johnson's "Rasselas." One of Johnson's most famous passages, it is interesting to note, occurs in the first chapter of this book. "Ye who listen with credulity to the whispers of fancy, and pursue with eagerness the phantoms of hope;

who expect that age will perform the promises of youth, and that the deficiencies of the present day will be supplied by the morrow; attend to the history of Rasselas, Prince of Abyssinia."

WYBALENNNA, the native settlement of Civilisation Point, Flinders Island. The name means "blackman's houses."

WITT ISLANDS.—Tasman named them after a member of the Dutch East India Co.'s Government. One of these islands is Maatsuyker, on which a lighthouse has been erected.

WOODSDALE. — It was Mr. John Helmer (chief inspector of roads), Mr. Woods (district inspector), and myself, that gave Woodsdale its name. I cannot give the exact date on which it was first named, but it is over 30 years ago.—(P. C. Wagner). "Woodsdale."—It was named after my father, N. A. Woods, who marked out the roads in that district about the year 1876.—(Fred. A. Woods.)

"Woodsdale was named after the late Mr. N. A. Woods, inspector of roads, about 1881. Mr. Woods laid out the road to Woodsdale." (Anonymous.)

WILMOT RIVER, a tributary of the River Forth, named by Mr. N. L. Kentish (the discoverer) in 1844 in honour of Governor Eardley Wilmot.

WOODBIDGE. — On August 16, 1847, Mr. George Miles purchased 13 acres of land fronting on the Crown reservation, on Peppermint Bay, D'Entrecasteaux Channel. This land is now within the boundaries of the town of Woodbridge. Mr. Miles so named the township, after his birthplace, in Suffolk, England. Mrs. Miles, who is nearly 90 years of age, still resides in Woodbridge. (L. Hall.)

WATERHOUSE ISLAND and **POINT**, discovered and named by Flinders and Bass in 1798, after the captain of H.M.S. *Reliance*.

WHYTE RIVER, named after Mr. James Whyte, who, having previously held Ministerial office, formed a Government of his own, which lasted from January 20, 1863, to November 24, 1866.

WEDGE ISLAND.—Discovered by Hayes, and called Queen Island. It was observed by D'Entrecasteaux, and called Quoin in the second edition (1800) of Flinders's map. Baudin, Evans, and Arrowsmith adopted the name Flinders had given, but Scott, in 1824, called it Wedge Island. Cross (1829) used both titles, but Hughes, in 1857, used the name Wedge. The latter name is now used on all Australian and English maps, but the French charts call it "Coin, or Wedge" Island. (Compt de Fleurieu.)

WEY RIVER.—Rising in the Surrey Hills. Named by the V.D.L. Co. in the twenties after the English Wey, in Surrey. (A. K. McGaw.)

WELCOME RIVER.—Named before 1830. Said to have been named by a survey party of the company returning to Cape Grim after an arduous journey, the sight of the river indicating close proximity to Cape Grim being then a welcome sight. It is still a welcome river on a journey to Woolnorth, the station being only five miles ahead. (A. K. McGaw.)

WARATAH.—Probably named after the river, a tributary of the Arthur, which flows through the town, the river having been named by the V.D.L. Co.'s surveyors. The name is said to

have been suggested by the beautiful wild flower of that name observed growing in the vicinity. It is quite possible, as Tasmanian surveyors may have seen the waratah growing in New South Wales.

WOODY ISLAND—Discovered and named by Flinders in 1798, but is not marked on English and French charts.

WILLIAMS ISLET owes its name to Cross, who desired to 'preserve the name of Willaumetz given by the French to what is now Franklin, or Betsy, Island. He, however, wrote the name "Willaumer," and Frankland, the following year, made it Williams, as at present.

WINEGLASS BAY was charted by Baudin in 1802 and by him named "Baie Thoin," after the chief botanist of the Paris Public Gardens. Baudin's name was retained by many cartographers, but the Australian maps use the name Wineglass, derived from its peculiar shape. (Comte de Fleurieu.)

WINDLASS BAY, near Oakhampton, a little south of Grindstone Bay, took its name from a windlass erected there by the whalers to haul the whales ashore. The remains of this windlass were there for many years, and may be still there.. "It may be pointed out," (writes Mr. T. Dunbabin) "that the (at this distance of time) romantic and exciting days of bay whaling have left many traces in the nomenclature of parts of our coast. To take only the southern part of the East Coast there are, within a few miles of each other, two places, once the sites of whaling stations, which are still known simply as 'The Fishery,' one on the north end of Maria Island, near the isthmus

which joins the two parts of the island, and another on the coast just opposite Maria Island, a little to the north of Cockle Bay. Two elevations once used as look-outs for whales are called 'The Look-out.' One of these is at Cockle Bay, overlooking the pebbly point, which the French in 1802 called Point des Galets, and was used in connection with the second of the stations, mentioned above. The other is a few miles further south, and was used in connection with a station at The Narrows (the entrance to Blackman's Bay). East of The Narrows, on the northern coast of Forestier's Peninsula, are two little bays, known as Gardiner's and Watson's Bays, after two bay whalers connected with fisheries at these spots."

YORK TOWN, founded by Lieut.-Col. Wm. Paterson, first Lieut. Governor of Port Dalrymple, in December, 1804. Paterson had arrived in H.M.S. Buffalo (with three tender vessels) in November of the same year, and landed at George Town. After a few weeks at that place, however, he shifted to York Town, on the west arm. Even this move was destined to be not final, for finding the locality unsuitable for cultivation, Paterson moved to the present site of Launceston in March, 1806. York Town was thus only occupied for fifteen months. Paterson's despatches to Governor King detail his various moves.

ZEEHAN (town and mount).—The mount was named by Flinders while on his voyage of circumnavigation in December, 1798, after Tasman's ship, in which, in 1642, the great Dutch navigator discovered Tasmania. The town took its name from the mount, which is about 2,500ft. high.

NOTES ON THE COMPILATION

It can hardly be doubted that a special and particular interest attaches to the place-names of every country. Not only the casual traveller, but the resident also, is often faced with the problem of why such and such a name came to be bestowed. Nor only "why," but "when," and by whom." Thousands of tourists every year ask which was the first settled spot of Tasmania, and when they are told that to Risdon belongs the honour, natural queries follow as to who conferred the name, and why, and from whence it came. In reply to which they receive many different stories, for variations of the true record are nearly as numerous as the querists themselves. What is true of Risdon is true also of Port Arthur, Macquarie, Hobart, Launceston, New Norfolk, and a hundred other places. It is with a view to the compilation of a reliable record that the work commenced in this record was undertaken.

It will be recognised that such a work as is contemplated herein will be of great value to the State. Tasmania is the most badly off in the matter of historical literature of all the States of the Commonwealth. Year by year, too, the problem of accurate compilation becomes more difficult, and, if only for that reason alone, every effort should be made in these days to enrich the scanty harvest of its records. The difficulty of determining accurately the origins and dates of place-names increase in direct ratio with the passage of years. Therefore, the assistance of every patriotic Tasmanian is asked in the effort now being begun.

During the compilation M. le Comte de Fleurieu was in Hobart, and through his kindly interest a fund of information has been added. The Comte is a nephew of that famous French official at whose instigation several expeditions were equipped for different parts of the world at the end of the eighteenth and the beginning of the nineteenth centuries. Naturally he is an ardent geographist, and enthusiastic in the cause of early exploration. The name of his ancestor originally appeared in three places in the French charts of Tasmania, viz., Fleurieu Bay (Great Oyster Bay), Fleurieu River (The Agnes Creek), and Fleurieu Island (Barren Island of the Hunter's Group). For many of the interesting notes on place-names in the North-West the compiler is indebted to Mr. A. K. McGaw, of Burnie. A good number of names, such as the Scamander River, Lune River, Mainwaring River, Ellendale, Auburn, and even the historic Eagle Hawk Neck, remain without derivative explanation, and these may be taken up at some future date.

"It is interesting to note," writes Mr. A. K. McGaw, "that the early directors of the V.D.L. Co., in acknowledging to Mr. Edward Curr (first manager of the V.D.L. Co.) the compliments paid to them in naming different rivers, mountains, and districts by their names, instructed that some of the more important parts of the company's properties should bear the names of those actually employed in the discovery of the lands, viz., Curr, Goldie, Hellyer, and Fossey. The first two, so far as I know, have not been remembered in this way."

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